Fulton Hogan
LAND DEVELOPMENT LTD.

WOODS
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B&A
Urban & Environmental

Volume 3: Milldale

Stage 4C

21 Karapapa Road, Milldale, Wainui

Fast-track Approvals Act 2024 Substantive Application

28 March 2025

Status:

Final Revision 1

Date:

28 March 2025

Prepared by:

Joanne Sunde

Senior Associate Planner

Wood & Partners Consultants Limited

Reviewed by:

Emma Howie

General Manager Planning & Urban Design

Wood & Partners Consultants Limited

Rachel Morgan

Director

Barker & Associates Limited

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1.0 Introduction

This report, referred to as **Volume 3**, of the of the Substantive Application has been prepared in support of the application by Fulton Hogan Land Development Limited (**FHLD**) for a consent to the Environmental Protection Authority (**EPA**) under the Fast-Track Approvals Act 2024 (**FTAA**). The 5.1251 ha site subject to this part of the application is located at 21 Karapapa Road, within the Milldale development and is referred to as Milldale Stage 4C.

This application is seeking approval for civil works subdivision and comprehensive residential development across Milldale Stages 4C-2 – 4C-5 (inclusive) consistent with the Wainui Precinct Plan contained in the Auckland Unitary Plan: Operative in Part 2016 (**AUP(OP)**). This includes the creation of a range of dwellings across 21 superlots and subsequent subdivision.

Stage 4C will be delivered in two distinct phases:

- **Phase 1: Civil Works & Subdivision:** Civil works to create four stages 4C-2 – 4C5 inclusive, including earthworks and infrastructure, and subdivision to create 21 individual superlots, one balance lot, 13 jointly owned access lots, three roads to vest and one public accessway to vest. The civil works and subdivision phase which will be constructed and completed by the applicant, FHLD.
- **Phase 2: Comprehensive Residential Land Use & Subdivision:** Construction of new urban typology dwellings across the 21 individual superlots, including earthworks and infrastructure, and subdivision of each of the superlots around an approved land use consent into individual 168 fee simple lots. The comprehensive residential development phase will be delivered by FHLD's build partners once the relevant Phase 1 civil works stages are completed.

The development will provide housing supply and choice to the residential market and provide a high amenity urban residential form with well-planned connectivity to key amenities and services in Milldale. Overall, the proposal will enable residential development to progress in accordance with the AUP(OP), including the Wainui Precinct Plan.

The information provided in this application is sufficiently detailed to correspond to the scale and significance of the matters that will be assessed in considering whether to grant the approvals sought, including any adverse effects of the activities to which the approvals relate. This takes into account any proposal by the applicant to manage the adverse effects of an activity through conditions.

The Overview Report, submitted as **Volume 1** of this application, is to be read in conjunction with this document. **Volume 1** provides a summary of the background to the Milldale development, a summary of the consenting history, consultation, a summary of the reasons for consent, and the proposed conditions of consent. It also addresses the specific information requirements to be included with a Fast Track application as set out under the FTAA.

2.0 Background

As set out in the Overview Report (**Volume 1**), the Site is located within Milldale, a master planned community designed to provide 4,500 dwellings and commercial land for a local centre, public parks, riparian reserves, cycleways and walkways, and education facilities. As a large greenfield development, Milldale has been developed in stages by FHLD over the past 7 years.

It is important to understand the consenting history of the Site to enable a full and comprehensive review and consideration of this aspect of the substantive application. Of relevance to this part of the application are the Milldale Stage 4 and Stage 4C-1 underlying consents (**Appendix 3A**), which are addressed in the following sections.

2.1 Milldale Stage 4 Consent

A resource consent referenced BUN60352918 (SUB60352919 and LUC60352950) was approved on 12 October 2020 for the Stage 4 subdivision of Milldale. A number of variations (8 in total) have been approved to the original bundled consent since this time.

In summary, Stage 4 created 229 fee simple vacant lots, subdivision around an existing dwelling, 13 super lots, a superlot for a future retirement village, a future development lot, three land in lieu of reserve lots, five local purpose (drainage) reserves, one local purpose (esplanade) reserve, one balance lot, and subdivision around an existing dwelling. Stage 4 also created the road network, four pedestrian access ways, and 18 jointly owned access lots (**JOAL**).

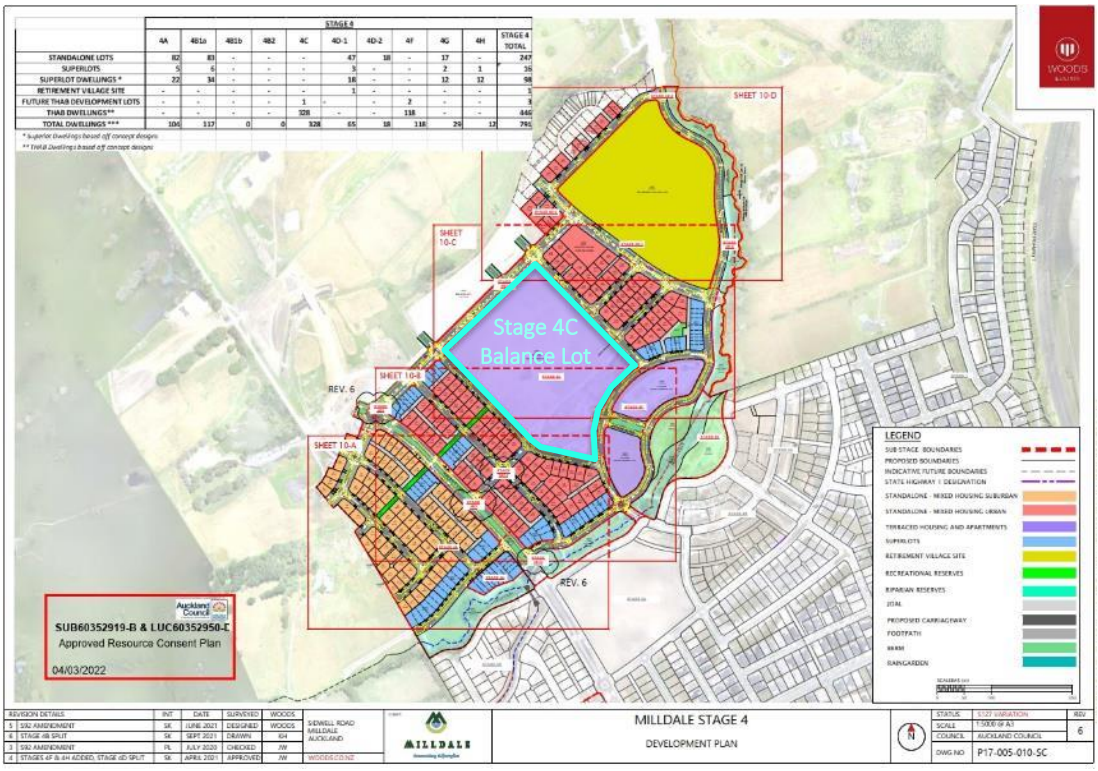

Figure 1: Stage 4 Approved Subdivision Development Plan (Source: Woods)

The following elements of consented work of relevance to this part of the application are set out below:

- The large balance lot created by Stage 4 (**Figure 1**) is the parent site of Stage 4C and identified as 21 Karapapa Road Lot 9001 DP 586972 bound by Parish Drive (north), Karapapa Road (east), Dendro Ring Road (south) and Papakiri Road (west) which is the site address for this application.
- Siteworks and vegetation removal to accommodate building platforms, retaining walls, a local road network, infrastructure services and utilities. This included earthworks and landform modification of the Site to create the vacant lot and formed road network adjoining the Site.
- Extensive expert reporting was undertaken to support the Stage 4 consent, including geotechnical reports, archaeology, contamination investigations, and stormwater modelling.
- Blanket consents were obtained to permit future vehicle crossings within 10m of an intersection, vehicle crossings up to 4.8m wide at the boundary, to address split zoning and height and relation to boundary, and to enable buildings and development in accordance with Rule I544.1.1 in the Wainui Precinct.

The stage 4 bulk earthwork and infrastructure works are completed.

2.2 Milldale Stage 4C-1 Consent

2.2.1 Subdivision

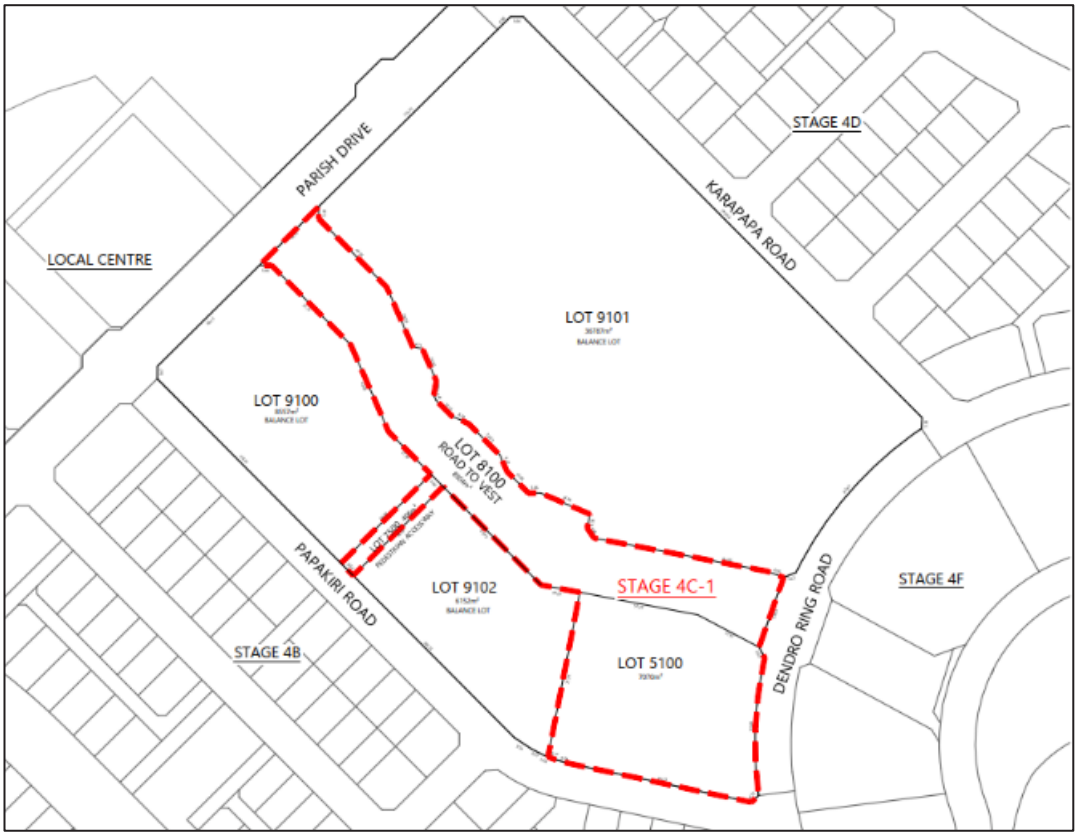

Figure 2: Stage 4C Approved Subdivision Plan

The Stage 4C-1 subdivision consent (**Figure 2**) referenced as BUN60419151 (LUC60419153 & SUB60419152) was approved on 2 October 2023 (**Appendix 3A**). This allowed for further subdivision of the large balance lot (Lot 9001, DP 586972) created by the approved Stage 4 consent (**Figure 1**). The Stage 4C-1 consent enabled:

- The establishment of one vacant superlot (Superlot 5100);
- Three balance lots 9100, 9101 and 9102;
- One road to vest (Lot 8100); and
- One accessway to vest (Lot 7500).

The vested road created the new central spine "green street" (Honohono Ave), incorporating a shared pathway and a dedicated pedestrian path linking Waterloo Reserve and the new local centre to the north, and an adjoining public accessway to vest in Auckland Council. The consented works also involved bulk earthworks, infrastructure and landscaping, and the creation of three balance lots (9100, 9101 and 9102). These balance lots form the Site which is the subject of this part of the application. The works for this subdivision were completed in 2024.

2.2.2 Blanket Consents

The Site is subject to both Residential Terraced Housing and Apartment Building zone (THAB) and Open Space Conservation zone (OSC). The subdivision boundaries do not align with the zone boundaries, with parts of the OSC zone falling within the created residential lots owing to the final alignment of the road.

To address the split zoning, blanket consents were established by the approved consents (Appendix 3A) enabling the THAB provisions to apply to those parts of the created residential lots zoned OSC. Relevant blanket consents approved are as follows:

- Enable building and development in accordance with Rule I544.10.1 Wainui Precinct Plan 1 (I544.10.1(A2));
- Exclusively apply Terraced housing and Apartment zone standards on those parts of the Site within the Open Space Conservation zone (C1.7(1));
- Enable residential activities including new residential buildings on the Site in the Open Space – Conservation zone (H7.9.1(A1));
- Enable new buildings that do not comply with one or more standards located in the Open Space – Conservation zone (H7.9.1(A39)).
- Enable fences on the front boundary less than 50% transparent located in the Open Space – Conservation zone (H7.9.1(A43)).
- Enable the construction of vehicle access and parking areas in the located Open Space – Conservation zone (H7.9.1(A50)).
- Enable consent to exceed and infringe the following OSC zone standards (C1.2(2) and H7.11.1 – H7.11.7)):
  - H7.11.1 Building height
  - H7.11.2 Height in relation to boundary
  - H7.11.3 Yards
  - H7.11.4 Screening
  - H7.11.5 Gross floor threshold
  - H7.11.6 Maximum site coverage; and

- H7.11.7 Maximum impervious area.

A consent notice on the ROT confirms that:

> *"A blanket land use consent has been approved for Super Lot 5100 and Balance Lots 9100, 9102 and 9101 and enables infringements to the following development standards within those portions of the site that are zoned Open Space:*
>
> - H7.11.1 Building height;
> - H7.11.2 Height in relation to boundary;
> - H7.11.3 Yards;
> - H7.11.4 Screening;
> - H7.11.5 Gross floor threshold;
> - H7.11.6 Maximum site coverage; and
> - H7.11.7 Maximum impervious area.
>
> *All future development on these lots shall be designed to adopt the Residential - Terrace Housing and Apartment Building (THAB) zone activity table and standards or seek resource consent to infringe the applicable THAB zone standards."*

In summary, the blanket consents enable lots that have OSC zoning to be used and developed for residential use in accordance with the THAB zone standards.

2.2.3 Milldale Stage 4C-1 Variation A

Stage 4C-1-A subdivision consent referenced as BUN60419151-A (LUC60419153-A & SUB60419152-A) and was approved on 15 February 2024 (Appendix 3A).

Variation A involved altering the approved scheme plan layout of Stage 4C-1 to subdivide approved residential vacant Lot 5100 to create two superlots (Superlots 5700 and 5701) and one JOAL (Lot 6000). The application also altered the extent of the approved earthworks to enable the construction of the proposed JOAL (Lot 6000). Access to JOAL 6000 was provided from Papakiri Road with half share for newly created Superlots Lot 5700 and 5701. The key conditions from Variation A that apply to this Fast Track application are as follows:

- Condition 25 consent notice to require future buildings to be in accordance with the Geotechnical memo prepared by CMW Geosciences (CMW), ref: AKL2019-0161DJ, Rev 1, dated: 12 May 2023.
- Condition 27 consent notice applying blanket land use consent to enable infringements to the OSC zone standards and apply the THAB zone standards for those parts of the residential lots split zoned OSC for Superlots 5100, 5700, 5701 and balance lots 9100, 9101 and 9102.
- Condition 29 consent notice preventing vehicle crossings directly over the green street Honohono Avenue shared path without approval from Auckland Council.

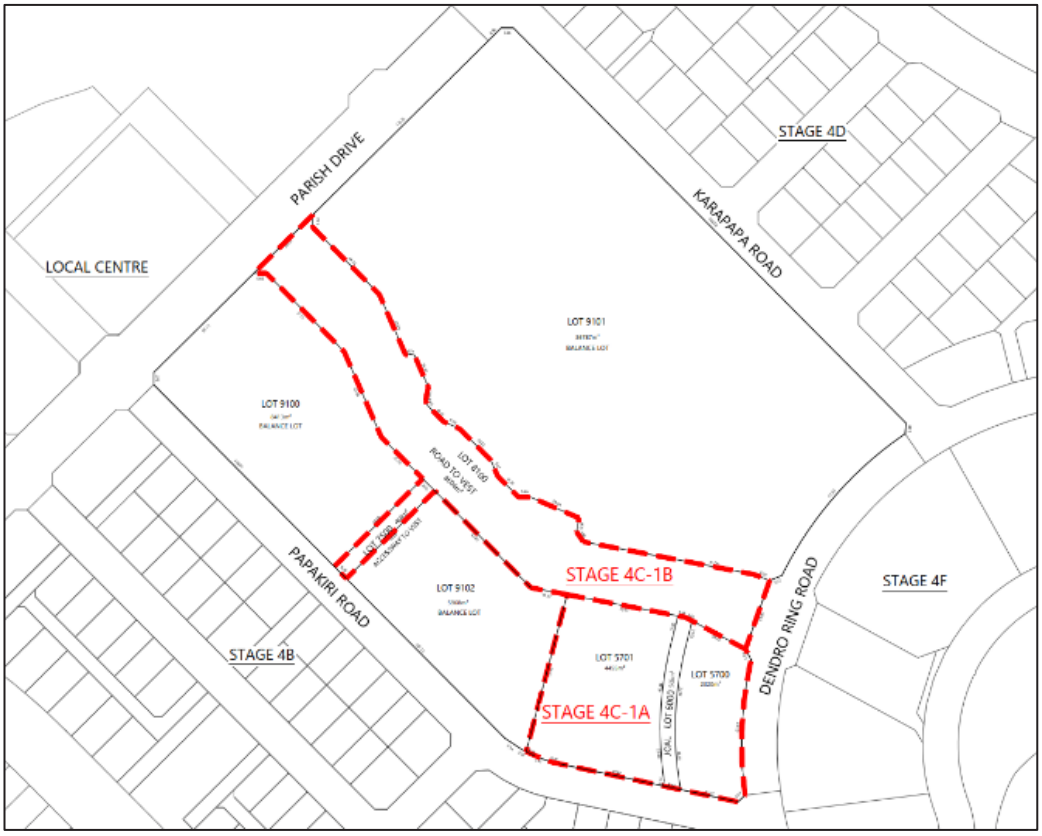

Figure 3: Approved Stage 4C-1 Variation Plan (Source: Woods)

2.2.4 Superlot 5700 Resource Consent

Following the approval of BUN60419151-A above, a resource consent application has now been approved by Council on 13 December 2024 for the integrated residential landuse and subdivision of Superlot 5700 (BUN60436984) which is located in Stage 4C-1. The consent provides for 11 terraced housing units and associated activities and works (Figure 4).

Figure 4: Approved Superlot 5700 Site Plan (Source: Legendary Homes Limited)

2.2.5 Superlot 5701 Resource Consent

Following the approval of BUN60419151-A above, a resource consent application has now been approved by Council on 9 December 2024 for the integrated residential landuse and subdivision of Superlot 5701 (BUN60434306) which is located in Stage 4C-1. The consent provides for 33 terraced housing units, JOAL and associated activities and works (**Figure 5**).

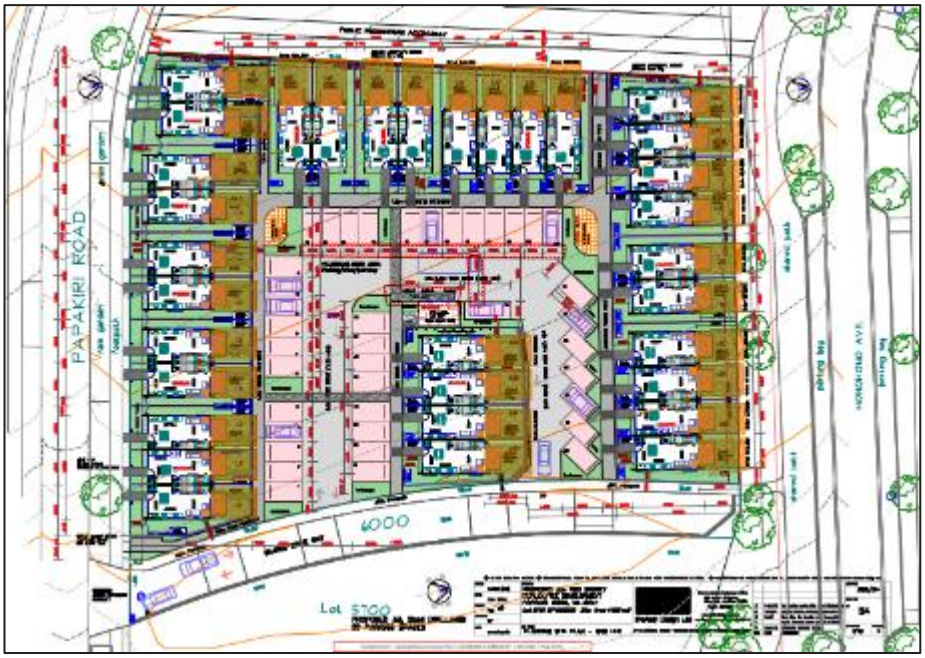

Figure 5: Approved Superlot 5701 Site Plan (Source: Sweet Castle Limited)

2.3 Network Discharge Consent

The Wainui East Stormwater Management Plan (**SMP**), which was approved as part of the Wainui East Network Discharge Consent (**NDC**) (Council reference REG-68809) and is now amalgamated into the Auckland-wide NDC applies to the site. Stormwater management across the site will meet the requirements set out in the approved Wainui East SMP.

2.4 AUP(OP) Plan Changes

Weighting assessments for both Plan Change 78, and Plan Change 79 are provided in the Overview Report (**Volume 1**).

3.0 Site Context

This section of the application is provided in accordance with clause 5(1) of Schedule 5 of the FTAA. Copies of records of title for the Site are attached in **Volume 1 Appendix 1A**. A broad summary of the Site and locality details is provided below.

3.1 Site Description

The Site subject to this application is located within the Milldale development and is referred to as Stage 4C (**Figure 6** and **Figure 7**).

Figure 6: Site and Locality Plan with proposed Phase 1 subdivision overlaid (Source: Woods)

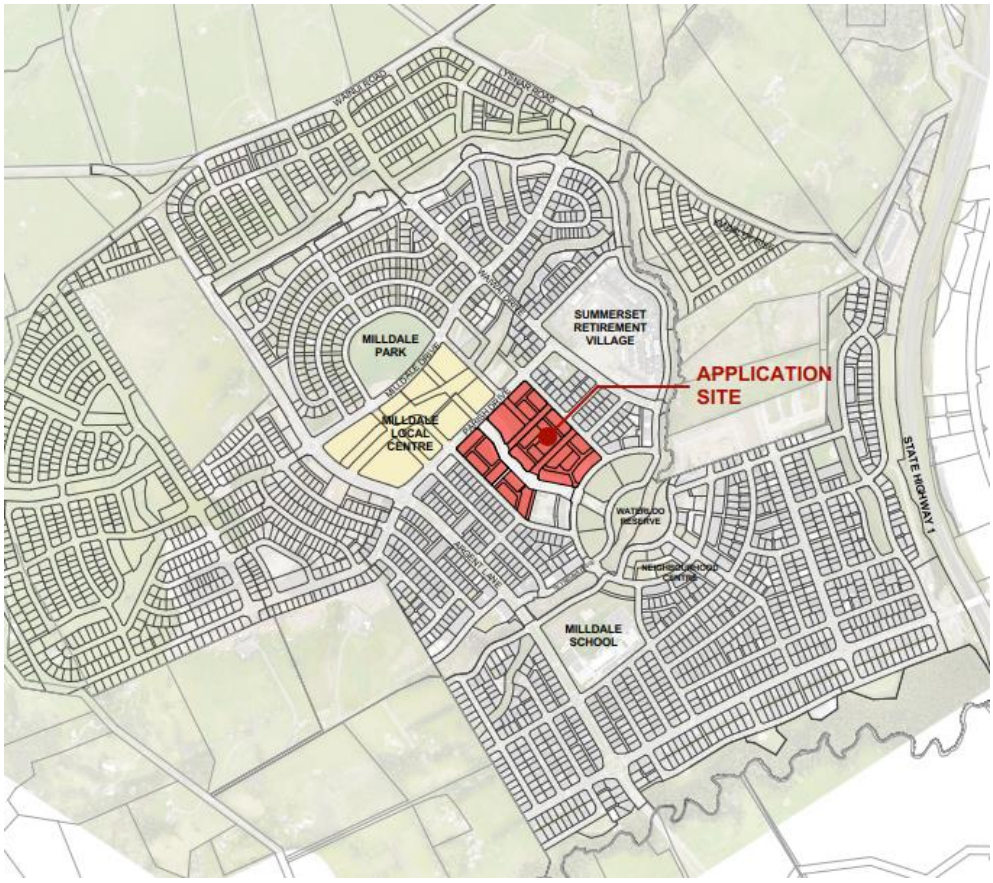

Figure 7: Location of the Site within the wider Milldale Context (Source: Woods)

The Site is located within the centre of Milldale, immediately to the south of the proposed Milldale local centre (**Figure 7**). The Site is bordered by Parish Drive to the north, Papakiri Road to the west, Karapapa Road to the east and Dendro Ring Road to the south. Honohono Avenue bisects the centre of the Site. The current legal property address is 21 Karapapa Road, Milldale, Wainui.

3.1.1 Site Area & Titles

The 5.1251ha site extent is comprised of the three balance lots created by the subdivision of Stage 4C-1 as identified on **Figure 7** above. Formal titles have not yet been issued for these balance lots which are identified on the approved scheme plan as Lot 9100 (2 Honohono Avenue), Lot 9101 (1 Honohono Avenue), and Lot 9102 (50 Honohono Avenue). As such, the current legal title (**Volume 1, Appendix 1A**) for the Site applies to the entirety of Stage 4C (including approved Stage 4C-1) and is legally described as Lot 9001, DP 586972 (6.75ha), 21 Karapapa Road, Milldale, Wainui.

Forming part of the contiguous Stage 4C block, the Site is bisected north-south by the recently constructed vested road Honohono Avenue and east-west by the vested public accessway. Approved Stage 4C-1 (**Figure 3**), which comprises Honohono Avenue, the public accessway, and Superlots 5700 and 5701, is not subject to this application. The site therefore encompasses the following parcels of Stage 4C (also shown on **Figure 3**):

- Lot 9100 is located within the western corner of Stage 4C and at 0.8413ha is bound by Parish Drive (northwest), Honohono Avenue (northeast), Stage 4C-1 vested public accessway (southeast) and Papakiri Road (southwest).
- Lot 9101 is the larger 3.6787ha balance lot to the north and east of Stage 4C. Karapapa Road forms the northeast boundary, Dendro Ring Road (southeast), Honohono Ave (southwest) and Parish Drive (northwest).
- Lot 9102 is located between Lot 9100 (northwest) and Stage 4C-1A's Superlot 5701 (southeast) and has a site area of 0.5968ha. Honohono Avenue forms the northeast boundary, Papakiri Road the southwest, and the Stage 4C-1 vested public accessway falls between Lot 9100 and 9102.

The details of the Lot 9001, DP 586972 ROT interests are set out in the following table:

Table 1: Record of Title Interests

Interest	Description Summary	Comment
Consent Notice 12811645.6	- No vehicle crossings over bi-directional cycle lanes without approval from Auckland Council. - Buildings subject to the CMW Geotechnical Investigation Report dated August 2023. - Stormwater to be disposed of in accordance with Woods Stormwater Assessment dated February 2020. - The standards of the THAB zone shall apply to the OSC zone.	- No vehicle crossings are proposed over cycleways. - Works have been undertaken in accordance with CMW Geotechnical Investigation Report (**GIR**) and Woods Stormwater Report (refer to Infrastructure Report at **Appendix 3F**). - The standards of the THAB zone have been applied.

Interest	Description Summary	Comment
	- No vehicle access is permitted to the Green Street [Honohono Ave].	- No vehicle access is proposed to Honohono Ave.
Conservation Act Part IVA	n/a	n/a
Conservation Act Part IVA	n/a	n/a

3.1.2 Land Use

The site is currently vacant and grassed. It has been earmarked and zoned for residential development under the AUP(OP) zoning and Wainui Precinct Plan.

3.1.3 Topography & Geology

The Site has been modified in accordance with the approved Stage 4 subdivision and bulk earthworks consented under BUN60352918 (SUB60352919 and LUC60352950). A crossfall from northwest to southeast gives rise to a gently sloping topography (**Figures 8 and 9**).

Figure 8: Eastward view from Honohono Ave

Figure 9: Northeast view from Karapapa Road

A Geotechnical Assessment Report (**GAR**) has been prepared by CMW (**Appendix 3G**). A description of the geological conditions of the Site is contained in the GAR.

3.1.4 Contamination

The Site has been extensively modified by underlying bulk earthworks completed as part of Stage 4. There is no presence of contamination, or likelihood for it to be present across the site.

3.1.5 Vegetation and Ecology

The Site has been modified by bulk earthworks and is currently grassed and free of any trees, wetlands, or other habitat.

Milldale's central green street, Honohono Avenue (**Figure 10**), bisects the Site on a north-south axis. This green street establishes a high quality urban landscaped environment with grassed areas and specimen trees such as puriri, tawapou and titoki. Raingardens are also present within the streetscape corridor to address stormwater management (**Figure 11**).

Figure 10: Establishing Honohono Avenue Streetscape

Figure 11: Raingarden on Honohono Avenue

3.1.6 Hydrology

The landform of the Site and surrounds has been extensively modified in accordance with the underlying consent approvals for Milldale. The former flood plain, which was present on a portion of the southern part of the Site, now sits within the road reserve of Dendro Ring Road. A description of the overland flow paths is provided in Section 7.5 of the Infrastructure Report Appendix 3F).

3.1.7 Mana Whenua / Cultural Heritage

The Site does not contain any known historic or cultural heritage features, or sites of archaeological value. Consultation has occurred with the relevant mana whenua groups and all feedback and findings are addressed in the Overview Report (Volume 1).

3.1.8 Heritage

Clough and Associates have previously completed two Archaeological Assessments for the wider Wainui Precinct. An addendum has been prepared for the balance of the Milldale site by Clough and Associates dated January 2024, which, despite being heavily modified by previous earthworks, has included the Stages 4C area. Archaeology matters are addressed in Volume 5.

3.1.9 Transportation Network & Access

The surrounding roading network has been progressively developed in accordance with the staging of the Milldale development. The immediate surrounding road network has been constructed and formed and comprises the following:

- Parish Drive (Figure 12) – collector road, single carriageway, separated cycleway, footpaths on both sides of the road, raingardens, landscaping and parking bays.
- Honohono Avenue (Figure 13) has recently been constructed through the spine of Stage 4C (under Stage 4C-1). Honohono Avenue forms an important function in the Milldale Masterplan as a “green street”, providing a key multimodal route between Waterloo Reserve to the south and the local centre to the north. The street has been extensively landscaped and contains a 4m wide shared path, footpath, raingardens, streetscape planting and on-street carparking. Further, the recently constructed Stage 4C-1 public accessway (Figure 14) links Honohono Avenue to Papakiri Road.
- Karapapa Road (Figure 15) – local road, single carriageway, footpaths on both sides of the road, raingardens, landscaping and parking bays.

- Papakiri Road – local road, single carriageway, footpaths on both sides of the road, raingardens, landscaping and parking bays.
- Dendro Ring Road – local road, single carriageway, footpaths on both sides of the road, raingardens, landscaping and parking bays.

The Site is connected to the wider network through a comprehensive and well-connected street and pedestrian network. JOALs serve an important function to superlot development elsewhere in Milldale, including the planned developments on the opposite side of Dendro Ring Road and within the 4C-1 development. A full description of the existing transportation network is provided in the Infrastructure Report (Appendix 3F) and Transport Assessment Report (Appendix 3H).

Figure 12: Parish Drive

Figure 13: Honohono Avenue (Stage 4C-1 works)

Figure 9: Public accessway linking Papakiri Road and Honohono Avenue (Stage 4C-1 works)

Figure 95: Northward view on Karapapa Road

3.1.10 Existing Infrastructure

A full description of the existing infrastructure and servicing provision for the Site is provided in the Infrastructure Report (Appendix 3F).

3.2 Surrounding Locality

Stage 4C is located within the central portion of the Milldale development area. The Site is within the primary intensive housing area of Milldale (THAB zone), and northwest of the central urban park "Waterloo Reserve", through which runs the re-naturalised Waterloo Creek corridor.

The future Milldale local centre, which is currently under construction, lies opposite the Site on the northern side of Parish Drive. A smaller neighbourhood centre (south) is accessible via a pedestrian bridge over Waterloo Creek and is approximately 260m southeast of the Site.

The adjacent sites to the northeast, southeast and southwest (Stages 4D, 4F and 4B respectively) comprise a mix of standalone and integrated housing typologies which are either completed, under construction, or subject to consenting. Stages 4F and 4C-1 are zoned THAB and will be developed as intensive housing. Stages 4B and 4D are zoned Mixed Housing Urban and have been largely developed as medium density single level standalone housing stock. The land area north of Parish Drive comprises both Business Local Centre (**LC**) and THAB zoning with these areas under construction.

The wider area comprises the recently developed Milldale neighbourhood and is characterised by a range of housing typologies and densities within a well-planned, high amenity, urban environment. Housing has been constructed to a high standard, and complementary landscaping contributes to a pleasant streetscape and neighbourhood amenity. There is a concentration of walking and cycling connections to key neighbourhood locations, including parks and reserve spaces, off-road walkways and dedicated cycleways. The community also includes a school, two preschools, neighbourhood centre and local centre, all of which are in proximity to the Site.

Outside of the Milldale master-planned area, the surrounding environment north, west and south predominately contains rural blocks and lifestyle properties, characterised by pastureland, shelterbelts, fencing and scattered single-storey housing and farm accessory buildings. This area is intended for future growth being zoned Future Urban. Mount Pleasant and the Wainui Hill are located further west and north-west of the Site and form a backdrop to the wider Milldale development. The northern motorway lies approximately 700m east of the Site, with the suburbs of Millwater, Silverdale and Orewa beyond.

3.3 AUP(OP) Elements

3.3.1 Zoning

Under the AUP(OP), the Site is split zoned THAB and OSC zone (see **Figure 16**). The majority of the Site is zoned THAB, with several small slivers of land adjoining the Honohono Avenue road reserve zoned OSC. Split zoning has occurred because the original zoning for Milldale was undertaken at a high level, where the Auckland Unitary Plan Independent Hearings Panel recommended that the Milldale area be rezoned in accordance with the initial masterplan submitted by the applicant as evidence under the AUP(OP). However, the high-level implementation of zoning based on the initial masterplan has resulted in a number of inconsistencies, given it was implemented irrespective of the actual land characteristics. In this case, slivers of land on the adjacent proposed lots alongside Honohono Avenue are zoned OSC, where the recently constructed Honohono Avenue does not entirely align with the underlying zoning. As discussed in Section 2.2.2 of this report, blanket consents have been approved to enable the THAB zone AUP(OP) activities and standards to apply to the OSC slivers of the Site.

The THAB zone is a high intensity residential zone that enables THAB typologies to establish around centres, areas of high amenity, and the public transport network. The Site currently has blanket consents to apply the THAB zone provisions to those parts of the Site zoned OSC (refer to Section 2 above).

Figure 16: Site & Context Zoning Plan with development overlaid (Source: AUP(OP))

3.3.2 Wainui Precinct

This Site is subject to the Wainui Precinct Plan (see **Figure 17**). The Wainui Precinct encompasses the area of the Milldale master planned community. The area includes business centres, open space reserves, an integrated transport network, and active transport modes supported by a range of housing typologies. The development of the Wainui Precinct has been staged to enable integrated subdivision in accordance with infrastructure provision.

The Site contains several indicative elements of the Wainui Precinct Plan, including:

- Indicative collector road, reserve edge road, and key local road; and
- Indicative key pedestrian links.

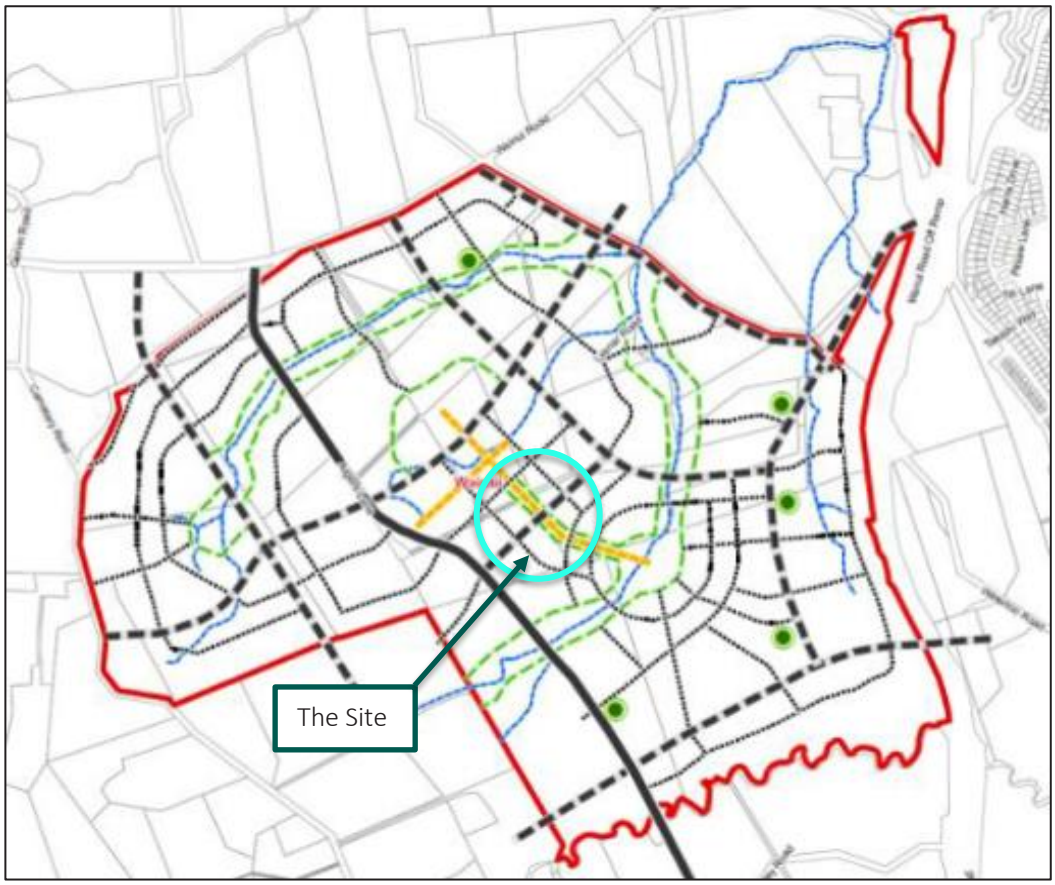

Figure 17: Wainui Precinct (Source: AUP(OP))

3.3.3 Overlays & Controls

- The Site is within mana whenua areas of interest addressed in Section 13 of the Overview Report (**Volume 1**).
- The Site is in the Macroinvertebrate Community Index - Rural overlay.
- The Site is not subject to any designations.

3.3.4 Additional Site Limitations

In terms of the Auckland Council GIS, the Site is subject to a number of additional limitations (**Figure 18**):

- Overland flow paths through the centre of the Site; and
- Floodplain across a small portion of the southern Site extent.

The flood plain no longer applies to the Site. The Council GIS map has not been updated since the Stage 4 land development works have been completed in Milldale (which includes this Stage 4C site). The Infrastructure Report (**Appendix 3F**) confirms that the flood plain is no longer present on the Site due to the landform modification that occurred at the time of the Stage 4 bulk earthworks. Therefore, the application does not trigger any activities or standards relating to works within a flood plain, particularly in AUP(OP) chapters E36, E38, E26 and E12.

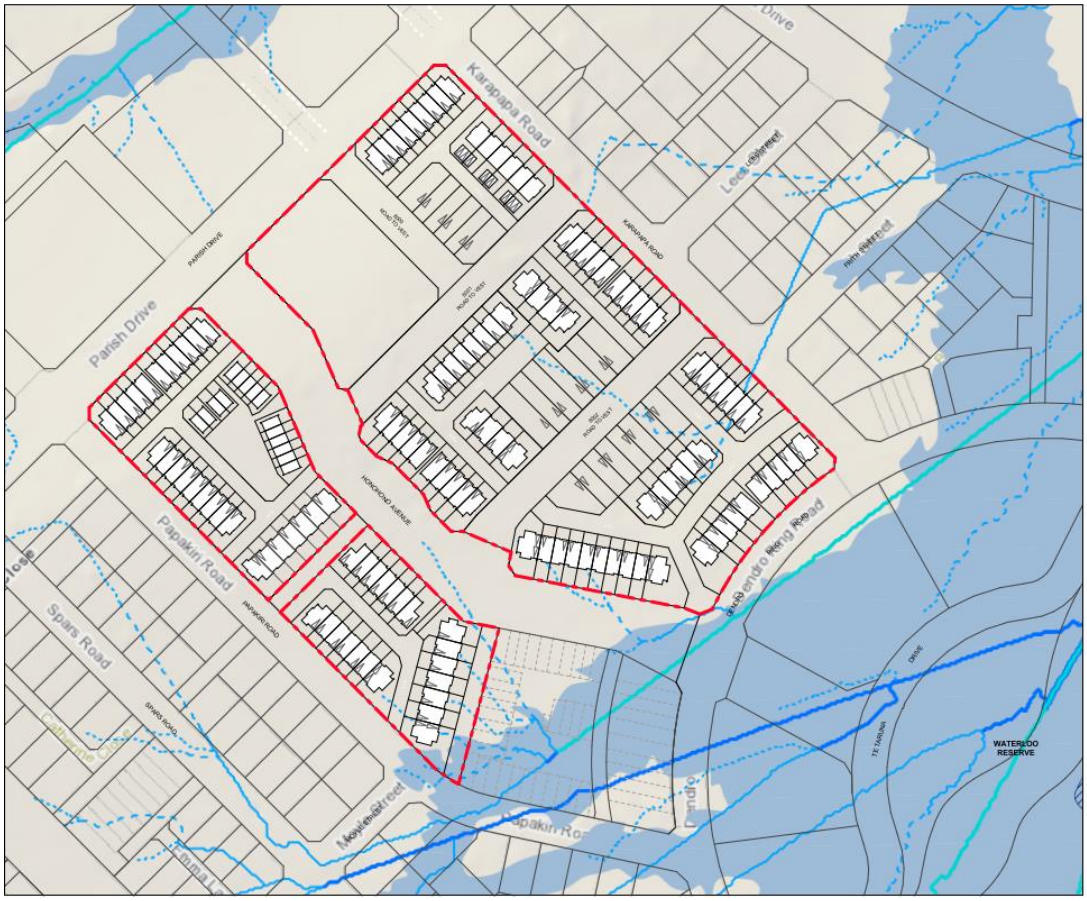

Figure 18: Stage 4C Additional Limitations - Environmental Layer (Source: Auckland Council GIS Maps / Woods)

3.4 Statutory Areas or Overlays

The Site is not located in a Statutory Acknowledgment Area or Overlay.

3.5 Protected Customary Rights Areas

The Site is not located in a Protected Customary Right area.

4.0 Proposal

This section of the application is a summary of the key elements of the proposal provided in accordance with clause 2(1)(a) of Schedule 4 of the FTAA.

This application is seeking approval to authorise comprehensive residential development and subdivision across Stage 4C of Milldale (excluding already consented Stage 4C-1) across two distinct phases as follows:

- Phase 1: Civil Works and Subdivision

  Civil works to create four stages 4C-2 – 4C5 (inclusive), including earthworks and infrastructure, and subdivision to create 21 individual superlots, one balance lot, associated JOALS, three roads to vest and one public accessway to vest (**Figure 19**).

  The civil works and subdivision phase will be constructed and completed by the applicant, FHLD.

- Phase 2: Comprehensive Residential Land Use and Subdivision

  Construction of new dwellings across the 21 individual superlots including earthworks and infrastructure, and subdivision of each of the superlots around an approved landuse consent into individual fee simple lots.

  The comprehensive residential development phase which will be delivered by FHLD's build partners once the relevant Phase 1 civil works stages are completed. The intention is that individual superlots can be developed independently from other superlots (and in any order) as complete individual project packages.

Figure 19: Stage 4C Overall Plan (Source: Woods)

Overall, the development results in 168 residential dwellings and fee simple lots, 13 JOALs, one balance lot, three local roads, and one public accessway. Details of the proposal are set out in the specialist reports and plans accompanying the application (**Appendices 3A – 3M**) and in the following sections.

For completeness, approval is sought under s42(4) of the FTAA for a resource consent that would otherwise be applied for under the Resource Management Act 1991.

4.1 Phase 1 – Civil Works & Subdivision

The Phase 1 civil works and subdivision phase of the development will carry out the preliminary site establishment works and subsequent subdivision of three parent lots across Stages 4C-2 – 4C-5 (inclusive). This phase of the development will then create a total of 21 superlots, one balance lot, 13 JOALs, three roads to vest, and one public accessway to vest with associated infrastructure and servicing.

The key elements of the civil works and subdivision phase of the development include:

- Urban design overview;
- Subdivision & staging;
- Roading;
- Earthworks;
- Bulk Infrastructure;
- Retaining Walls and Site Levels;
- Stormwater & flood hazards; and
- Landscaping.

4.1.1 Urban Design Overview

A coherent urban design strategy has been implemented in the layout of the superlots across Stages 4C-2 to 4C-5. The primary objective is to achieve a well-integrated urban environment that supports high-density residential development, responds to the Site's topography, and incorporates green networks while enhancing infrastructure efficiency and the quality of both public and private spaces.

Key design principles and considerations have informed the general block layout and the configuration of superlots, setting the foundation for future development of the area. Key objectives and design decisions have included:

- The proposal is consistent with the objectives outlined in the Wainui Precinct Plan, Milldale Masterplan, and the AUP(OP) zoning provisions. It reflects the area's development framework, street layout, anticipated density and built form character around the Milldale Local centre. The design also ensures seamless access to key amenities, including the green street, Honohono Avenue.
- The development establishes a well-proportioned block structure with a clear grid of streets and public accessways, integrating with the surrounding neighbourhood and the broader Milldale area to strengthen connectivity and walkability throughout the Site;

- Road intersections and restricted vehicle access onto Honohono Avenue have been minimised to maintain the continuity of the green street and uninterrupted shared paths;
- The proposed block structure adopts a perimeter-type urban block typology with internal courts and rear lane JOALs. This ensures a continuous positive interface between built form and public realm while minimising interruptions to the streetscape;
- Local roads are designed to create a clear and connected street network, supported by rain gardens, footpaths, on-street parking, traffic calming measures, and a cohesive landscaping scheme that integrates with the existing streetscape;
- Pedestrian safety and amenity along the JOALs is prioritised with dedicated pedestrian footpaths and varied hard surface materials. Specimen trees and soft landscaping are incorporated beside the JOAL to enhance the visual appeal of the area.
- Utilisation of surplus land within internal JOALs for additional parking to service the development;
- The minimisation and avoidance of visually dominant retaining walls. Integration with the landform has been a key driver in the design, with the civil engineers seeking to tie into existing levels and gradients of adjacent sites and roads where possible, and restrict higher retaining works to internal lot boundaries;
- The superlots are designed to accommodate higher-density housing, typically 25-26 meters in depth, that complies with the relevant setbacks and onsite amenity standards and retain a reasonable degree of privacy and solar access associated with the THAB zone provisions;
- The orientation, shape and size of the proposed lots present opportunities for a range of housing typologies, densities and building configurations suited to various build partners;
- The majority of Stage 4C will feature two-storey terrace houses (typical 3-4 bedroom typology), a typology that ties in well with the neighbourhood and familiar to both developer and buyers;
- Most units feature primary frontage to the street with service/vehicle access to the rear JOALs, improving passive surveillance of the street and optimising front yard landscaping;
- Enable a landform free of flooding hazards. This will result in the creation of public infrastructure in a resilient and efficient manner that minimises public expenditure and maintenance costs in the future; and
- Provision of public reserves and open space within the Site is not required by the Milldale Masterplan or Precinct Plan. The Site is within close proximity to the existing Waterloo Reserve and stream corridor (south and east), proposed Milldale Park (north), and existing Honohono Ave green street.

4.1.2 Civil Works Subdivision & Staging Overview

The initial phase of the development will be a subdivision (**Figure 20**) of three balance parcels created under Subdivision Stage 4C-1 (BUN60419151) to create 21 superlots, one balance lot, 14 JOALs, three roads to vest, and one public accessway to vest. This stage of the development is referred to as the Civil Works Subdivision.

The subdivision will be implemented in accordance with the Scheme Plans at **Appendix 3D**.

Figure 20: Proposed Scheme Plan (Phase 1)

4.1.2.1 Subdivision Staging

The subdivision will be implemented in four stages, Stage 4C-2, 4C-3, 4C-4, and 4C-5, as set out in Table 2 below.

Table 2: Phase 1 Civil Works & Subdivision Staging

Parent Lot	Civil Subdivision Stage	Area
9101	Stage 4C-2	13,333 m^2
9101	Stage 4C-3	23,450 m^2
9100	Stage 4C-4	5,968 m^2
9102	Stage 4C-5	8,413 m^2

With respect to the sequencing of the stages, Stage 4C-2, Stage 4C-4 and Stage 4C-5 can be undertaken in any order and independent of any other stages. Stage 4C-2 must be completed prior to the completion of Stage 4C-3.

The staged works for this phase will be completed over a period of five years. The subdivision undertaken within each of these four stages is set out in Table 3 below.

4.1.2.2 Lots Created

The proposed lots to be created through each stage are identified in Table 3 below.

Table 3: Phase 1 Civil Works and Subdivision Lots Created

Parent Lot	Civil Works Subdivision Stage	Lot Type	Lot #	Area
9101	Stage 4C-2	Superlot	4001	2,300 m^2
		Superlot	4002	2,157 m^2
		Superlot	4003	1,331 m^2
		Superlot	4004	1,186 m^2
		Superlot	4005	1,688 m^2
		JOAL	4101	699 m^2
		JOAL	4102	1,081 m^2
		JOAL	4103	435 m^2
		Road to Vest	8002	2,458m^2
	Stage 4C-3	Superlot	4006	1,860 m^2
		Superlot	4007	1,893 m^2
		Superlot	4008	896 m^2
		Superlot	4009	933 m^2
		Superlot	4010	1,333 m^2
		Superlot	4011	1,818 m^2
		Superlot	4012	1,309 m^2
		Superlot	4013	1,223 m^2
		Superlot	4014	1,489 m^2
		Balance Lot	4050	4,622 m^2
		JOAL	4104	477 m^2
		JOAL	4105	616 m^2
		JOAL	4107	477 m^2
		JOAL	4108	342 m^2
		JOAL	4109	421 m^2
		Road to Vest	8000	1,344m^2
		Road to Vest	8001	2,375m^2
9100	Stage 4C-4	Superlot	4015	1,694 m^2
		Superlot	4016	1,428 m^2
		Superlot	4017	1,299 m^2
		JOAL	4110	387 m^2
		JOAL	4111	564 m^2
		Accessway to Vest	4200	597 m^2
9102	Stage 4C-5	Superlot	4018	1,434 m^2
		Superlot	4019	1,501 m^2
		Superlot	4020	1,838 m^2
		Superlot	4021	2,274 m^2
		JOAL	4112	411 m^2
		JOAL	4113	435 m^2
		JOAL	4114	519 m^2

By way of summary, the subdivision will create 21 vacant superlots identified as Superlots 4001 to 4021 varying in size from 896m^2 to 2,300m^2 and largely located largely within the THAB zone. It is noted that several lots adjoining Honohono Avenue are split zoned OSC where the road alignment does not marry up with the established road pattern.

These 21 superlots will be staged, developed and subdivided as comprehensive residential developments to provide for higher density housing as part of the second phase of development, as discussed in further detail in Section 4.2 below.

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.

4.1.2.3 Title Limitations

For Phase 1 of the development, limitations will be placed on the titles in the form of consent notices, covenants and easements which will include:

Consent Notice

- **Accessway Boundary Treatment (Lots 4015, 4017 and 4018):** Any fencing, hedging or planting along the common boundary of Lots 4015, 4017 and 4018 with a public accessway must be generally in accordance with the approved landscape plans referenced in Condition 1 of the approved [LUC 301]. Specifically, as indicated on the landscape plans, masonry walls on select corners must not exceed a maximum height of 1.4m. The remaining sections of fencing must not exceed a maximum height of 1.2m and must be at least 50% visually permeable.
- **Geotechnical:** Any buildings erected on any residential lot is subject to the requirements of the "Geotechnical Assessment Report ref: AKL2024-0257AD, Rev. 1, prepared by CMW Geosciences, dated 20 February 2025", Geotechnical Completion Report, and any subsequent reports. Copies of the said plan and report(s) will be held at Council.

Covenants

- **Geotechnical and Subsoil Drainage:** All superlots are subject to a geotechnical and subsoil drainage covenant as described in the Land Covenant schedule on the approved subdivision plans referenced in Condition 1. This covenant must be registered on the record of title to be issued for all lots to ensure that it is complied with on a continuing basis.
- **Overland Flow Path:** Lot 4007 is subject to a land covenant for the 1-in-100-year overland flow path. No obstructions, including buildings, structures, or hard landscaping other than permeable fencing, shall be placed within the designated overland flow path. Compliance must be maintained in accordance with the recommendations of "Infrastructure Report Milldale Stage 4C, ref P240128, rev 0, prepared by Woods, dated February 2025" and any subsequent reports. This covenant must be registered on the record of title to be issued for Lot 4007 to ensure that it is complied with on a continuing basis.
- **JOAL Stormwater Operation and Maintenance**: With the exception of Superlots 4005, 4007 4013 and 4016, all lots created will be serviced by common assets (vehicle accessway, stormwater management system and in some cases landscaping), which are located within each lot's respective JOAL. In accordance with existing development already occurring in Milldale, FHLD propose a private land covenant document to be prepared to address JOAL ownership. This will ensure that future owners will be jointly responsible and liable for the

ongoing operation, maintenance and repair of these common assets located within their respective JOALs as has occurred with the previous JOALs created across Milldale.

Easements

Easements are detailed on the Scheme Plan included in **Appendix 3D.** Several easements are proposed on the JOALs to provide for right of way; right to drain water; enable the right to convey water, electricity, and telecommunications; boundary maintenance; and the right to parking spaces. The easements established in Phase 1 will be carried through to the Phase 2 subdivision.

Amalgamation Conditions

Shared legal access to JOALs in accordance with the Amalgamation Conditions schedule on the scheme plan at **Appendix 3D** are proposed.

4.1.3 Balance Lot

The balance lot to be created will comprise 4,622m^2 and will be bound by new roads to the east (8000) and south (8001) and existing roads Parish Drive (north) and Honohono Avenue (west). The balance lot will be bulk earthworked and grassed over for future development.

To address the split zoning, a blanket consent has been previously approved by the Stage 4C-1 consent to apply the H6 THAB zone standards to the balance lot to enable future residential development of this Site to be considered under one set of zoning standards. As part of the current proposal, additional blanket consents are sought to enable earthworks (E11 and E12) in the OSC zone to apply the THAB standards; and to apply the THAB zone standards to address subdivision of a split zone (E38).

4.1.4 Road Layout, Design & Access

Three roads will be created as part of the civil works stage as follows:

- Stage 4C-2 – Road to Vest 8002
- Stage 4C-3 – Road to Vest 8000, 8001

The roads will be vested in Auckland Council. The roads are an extension of existing constructed roads within Milldale. The layout has been determined by the Wainui Precinct Plan and the proposed roads will tie into the existing Karapapa Road, Parish Drive and Honohono Avenue roads. The proposal will complete the roading network in this part of the Milldale development and improve connectivity within the central part of Milldale.

4.1.4.1 Street Design

The roads will have a total width of 16.4m (**Figure 21**) and typically comprise:

- 6m dual carriageway;
- 1.8m wide footpaths on both sides of the road;
- 1m berm between the footpaths and adjoining lot boundary; and,
- The 2.4m wide area between the carriageway and footpath will either comprise berm, raingarden (total of 8 raingardens) or on-street parking (total of 9 spaces) as depicted on the application drawings.

Sections of existing raingarden on Karapapa Road is proposed to be removed to facilitate the construction of new road 8002 and JOAL 4101. A small section of raingarden will be removed on Papakiri Road to provide for the JOAL 4110 vehicle crossing. This raingarden loss will be offset elsewhere in Stage 4.

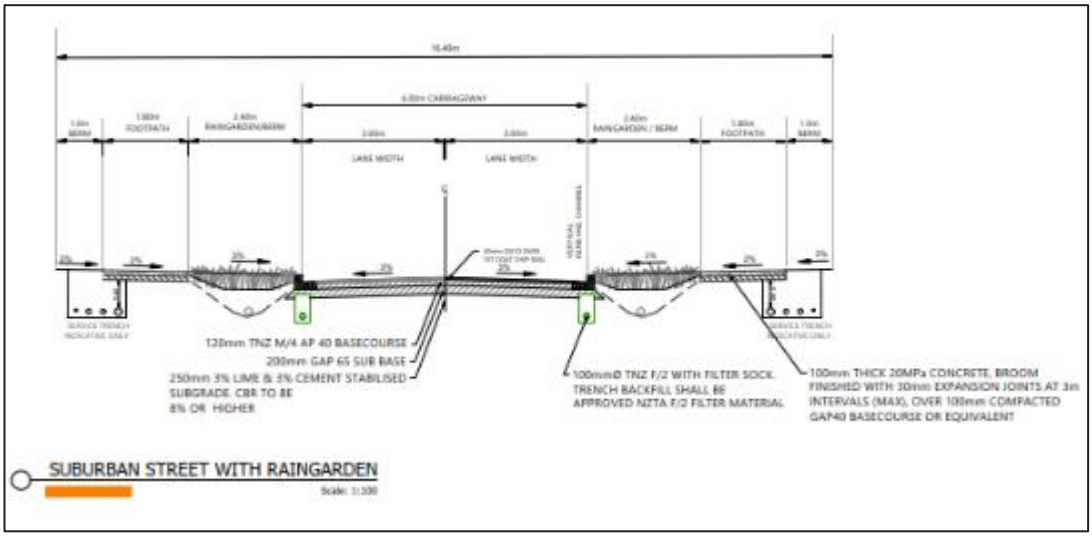

Figure 21: Proposed Local Road Cross-section (Raingarden typology)

4.1.4.2 Intersections

In terms of intersections, the following is proposed:

- A raised table intersection is proposed where new roads 8000 and 8001 intersect.
- A raised table intersection is proposed where new road 8000 connects to Parish Drive.
- Standard intersection is proposed where new roads 8001 and 8002 connect to Karapapa Road.
- The intersections of new roads 8001 and 8002 with Honohono Avenue have already been constructed and the new roads will tie in with these existing road heads.

4.1.4.3 Streetscape Landscaping

The proposed streetscape landscaping to be undertaken during the Phase 1 works is detailed on the Streetscape and Public Accessway Landscaping Plans at **Appendix 3E**. The streetscape landscaping will follow the existing pattern of landscaping on the surrounding street network, comprising street trees, street lighting, raingardens and amenity planting. The landscape plans indicate the species, number of plants, and plant size. The plants will include a mixture of native and exotics.

Prior to the issue of ROT under section 224(c) of the RMA, a Landscape Maintenance Plan (**LMP**) will be developed and submitted to Council[1]. The LMP will relate to all planting and landscaping to be established in public roads and accessways to be vest with Council. The LMP will include:

(a) Vegetation maintenance policies for the proposed planting, in particular details of maintenance methodology and dates / frequencies;

[1] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.2, Public Streetscape and Accessways

(b) Details of watering, weeding, trimming, cultivation, pest and disease control, checking of stakes and ties, pruning and other accepted horticultural operations to ensure normal and healthy plant establishment and growth; and

(c) Vandalism eradication policies.

The landscaping will be maintained for a two-year period by FHLD following the issue of titles under s224(c).

4.1.5 JOALS

A total of 13 JOALs (4101 – 4105 and 4107-4114 inclusive) will be created as part of the civil works subdivision phase, as illustrated on the scheme plans (**Appendix 3D**) and **Table 1** above. The JOALs will provide legal access to the superlots to enable rear site access, particularly where direct public road frontage is less desirable. JOAL 4150 will be created as part of the Phase 2 comprehensive residential development works proposed for Superlot 4021. The design of this JOAL is discussed in Section 4.2.8 of this report.

Overall, the JOAL design has sought to provide a logical and legible development pattern, enable future superlots to be serviced via rear loading, address traffic calming, ensure good design outcomes, and achieve consistency with the existing JOAL design and network throughout Milldale.

4.1.5.1 Design & Layout

As shown on the Civil Drawings (**Appendix 3C**), the 13 JOALs will be serviced by a dual vehicle carriageway and a private pedestrian footpath on one side of the JOAL. All JOALs will be constructed to comply with required gradients (less than 1:5 – the steepest JOAL is 15%) and crossfall (3%) requirements of the AUP(OP). Speed calming is proposed through alternating surface treatment in the JOAL using broom and exposed aggregate finishing.

The JOALs in Stage 4C-2 will have a 9m width (JOAL Type 1) comprising:

- 5.7m wide formed carriageway
- 1.5m wide pedestrian footpath
- Grass berm on either side (1m and 1.8m) of the JOAL

All JOALs in stages 4C-3, 4C-4 and 4C-5 will have a 7m width (JOAL Type 2) comprising:

- 5.5m wide formed carriageway
- 1.5m wide pedestrian footpath

Part of the existing raingardens on Karapapa Road and Papakiri Road is proposed to be removed to facilitate the construction of vehicle crossings for JOALs 4101 and 4110 respectively. This will be offset elsewhere in Stage 4.

All JOALs have been designed to accommodate an 8.8m truck. This is in anticipation of JOALs being utilised for waste collection purposes by Council waste contractors.

Lighting of the JOALs will be implemented as part of the Phase 2 works. Details of the proposed lighting is addressed in Section 4.2.9 below.

4.1.5.2 Safety Measures

The proposed JOAL's are low speed environments ensuring the safety of residents using these spaces. The footpath location has been selected to provide both access to dwellings but also consider potential conflict with future driveways within each JOAL. All footpaths are 1.5m wide.

Where JOAL footpaths are located directly adjacent to Phase 2 individual lot driveway access, these will have a mountable kerb and channel to enable cars to access their parking spaces. Where not adjacent to future Phase 2 driveway access, the footpath will have a kerb and nib.

4.1.5.3 Vehicle Crossings / Access

As shown on the Civil Drawings (**Appendix 3C**), Stage 4C-5 JOALs 4112 and 4114 do not have direct vehicle access to Honohono Avenue due to the presence of the shared path along this key street and the existing consent notice restricting vehicle access. Pedestrian access (1.5m) will be provided through these JOAL heads to Honohono Avenue to provide connectivity.

All other JOALs have dual vehicle crossing points to either the existing or proposed street network or another JOAL (easements will be provided where required).

All JOAL vehicle crossings will be either 5.7m (Type 1) or 5.5m (Type 2) wide at the road boundary. ALL vehicle crossings will be formed and constructed in accordance with AUP(OP) design standards.

4.1.5.4 JOAL Parking

JOAL-side parking is proposed within three of the JOALs – 4102, and 4105. Parking will be designed to comply with the AUP(OP) standards and will have direct pedestrian access footpaths provided between the spaces and relevant superlots. These parking spaces will be allocated to individual lots as part of the Phase 2 subdivision.

4.1.5.5 Pedestrian Links

Several private pedestrian links are proposed within the JOALs to connect the internal block pattern with the public street network.

- The pedestrian link to connect JOAL 4102 and Honohono Avenue will be designed with an indicative 8m width and includes a 3m footpath with landscaping on either side.
- The pedestrian link to connect JOAL 4110 and Honohono Avenue will be designed as a 1.5m footpath.
- The pedestrian links to connect JOALs 4112 and 4114 to Honohono Avenue will be designed as 1.5m footpaths.

To ensure that the principles of crime prevention through environmental design (**CPTED**) are addressed on the larger pedestrian link within JOAL 4102, a consent notice[2] is proposed for future development on Superlots 4001 and 4002 to ensure that any fencing, hedging, or planting along the common boundary with the pedestrian link must be a maximum height of 1.2m and at least 50% visually permeable. Landscape planting must be maintained to ensure 50% visual permeability.

[2] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.1, Consent Notices

4.1.5.6 JOAL Landscaping

JOAL landscaping is proposed within JOALs 412, 4105, 4112, 4114 and 4150. A simple landscaping design, as shown in the Landscape Plans (**Appendix 3E**), is proposed, including low grasses, grass berm and specimen trees where space allows.

4.1.6 Public Accessway

As shown on the scheme plan (**Appendix 3D**), the proposal involves the establishment of one public accessway to vest in Auckland Council through Stage 4C-4, identified as Lot 4200. The accessway has been located in accordance with the Milldale Masterplan to link Papakiri Road with Honohono Avenue. The accessway is proposed to break through the Stage 4C block and provide pedestrian and cycle access to key amenities within the Milldale residential development, particularly the shared path on Honohono Avenue.

The accessway will have an indicative 8m width and will comprise a 3m wide exposed aggregate footpath (2% crossfall) and grassed / planted strip on either side of the footpath.

To ensure that the principles of CPTED are addressed, future development on adjoining Superlot 4015 must ensure that any fencing, hedging, or planting along the boundary or within 2m of the boundary fronting the accessway must be either low height (1.2m) or at least 50% visually permeable (max height 1.8m). Landscape planting must be maintained to ensure 50% visual permeability. A consent notice[3] is proposed in this regard.

4.1.7 Civil Works Earthworks

The Phase 1 earthworks are required to provide a suitable land contour for the residential lots to be created through the subdivision and associated roads, accessway, JOALs and infrastructure.

Details of the proposed bulk earthworks, civil earthworks, associated erosion and sediment control measures, retaining walls, and construction methodology are provided below. These should be read in conjunction with Infrastructure Report (**Appendix 3F**) and Civil Drawings (**Appendix 3C**) attached.

4.1.7.1 Design Objectives

The key drivers underpinning the proposed earthworks are:

- Facilitate road and pedestrian connections that tie into the existing road and active mode network (including intersections) in accordance with the Milldale Masterplan, Wainui Precinct Plan, and approved Stage 4C-1 consent;
- Ensure the anticipated residential yields are met, which formed the basis for current and future infrastructure planning and investment to provide for the high demand for housing within the Auckland Region;
- Facilitate and deliver the anticipated urban form of Milldale's central THAB zone;
- The minimisation and avoidance of visually dominant retaining walls, particularly on public frontages, by tying into existing levels and gradients on adjacent roads;
- Provision of flat building platforms to facilitate future residential development; and

[3] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.4, Consent Notices

- Enable a landform free of flooding hazards, including utilising the road network for overland flow paths. This will result in the creation of public infrastructure in a resilient and efficient manner that minimises public expenditure and maintenance costs in the future.

4.1.7.2 Bulk Earthworks

Earthworks (**Table 4**) will be carried out over an area of approximately 5.1ha to create required grades for the proposed superlots, roads, public accessway, JOALs infrastructure services and utilities. Overall, the earthworks will include 1,830m^3 of cut and 22,565m^3 of fill.

Table 4: Bulk earthworks across the stages

Stage	Cut Volume	Fill Volume	Balance	Area	Retaining Walls
Stage 4C-2	500 m^3	3,600 m^3	3,100 m^3	13,330 m^2	0-1m height
Stage 4C-3	1,200 m^3	9,300 m^3	8,100 m^3	23,450 m^2	0-1.9m height
Stage 4C-4	100 m^3	2,500 m^3	2,600 m^3	5,970 m^2	0-1.7m height
Stage 4C-5	100 m^3	4,700 m^3	4,600 m^3	8,410 m^2	0-1m height
Total	1,900 m^3	20,100 m^3	18,200 m^3	51,160 m^2	n/a

The earthworks will involve cut depths of up to 0.5m and fill depths of up to 2m. The recommendations of the GAR (**Appendix 3G**) have been taken into consideration as part of the earthwork's design and methodology. A Geotechnical Completion Report will be produced at the completion of each works stage.

Proposed contours and retaining wall plans, and earthworks extents plans are included in the Civil Drawings package (**Appendix 3C**) and earthworks methodology in the Infrastructure Report (**Appendix 3F**).

A five year consent period is sought to complete the Phase 1 bulk earthworks for the project.

4.1.7.3 Retaining walls

Due to the contour change across the Site and the need to tie levels in between Parish Drive/Papakiri Road and Dendro Ring Road / Karapapa Road, retaining walls (**Figure 22**) are proposed (refer to Civil Drawings at **Appendix 3C**).

The walls will ensure levels established across the Site facilitate acceptable grades for the proposed roading network, JOALs and superlots to accommodate future residential development. The retaining walls will be located between internal superlot boundaries, street facing and JOAL facing. Specifically:

- Stage 4C-2: A 0.1m to 1m high retaining wall is proposed along the eastern, southern and western side of Superlot 4005. Due to the crossfall through this part of the development, the retaining works are required to provide a suitable level change between the upper Superlot 4005 and lower Superlot 4004.
- Stage 4C-3: Retaining walls are proposed up to 1.9m in height through the middle of Superlots 4007, 4008, 4009 and 4010 (**Figure 22**). Due to the crossfall through this part of the

development, the retaining works are required to provide a suitable level change between the upper and lower superlots through the block.

- Stage 4C-4: A 0m to 1.7m high retaining wall is proposed around the JOAL facing boundaries of Superlot 4016. This will facilitate a level change to the adjoining JOAL network and provide for level outdoor living space within the superlot boundaries.
- Stage 4C-5: A 0.5m to 1.1m high retaining wall is proposed along the eastern and northern side of JOAL 4112 to achieve a graded pedestrian link connection through to Honohono Avenue.
- Stage 4C-5: A 0m to 1m high retaining wall is proposed along the eastern and southern side of JOAL 4114 to achieve a graded pedestrian link connection through to Honohono Avenue.

The retaining walls located on internal lot boundaries will be constructed of timber and be screened from public view by the future dwellings that will be located on each lot. The internal boundaries will be located on the lower side of the retaining wall (wholly within the lot), with a 200mm setback between the retaining wall and mutual boundary.

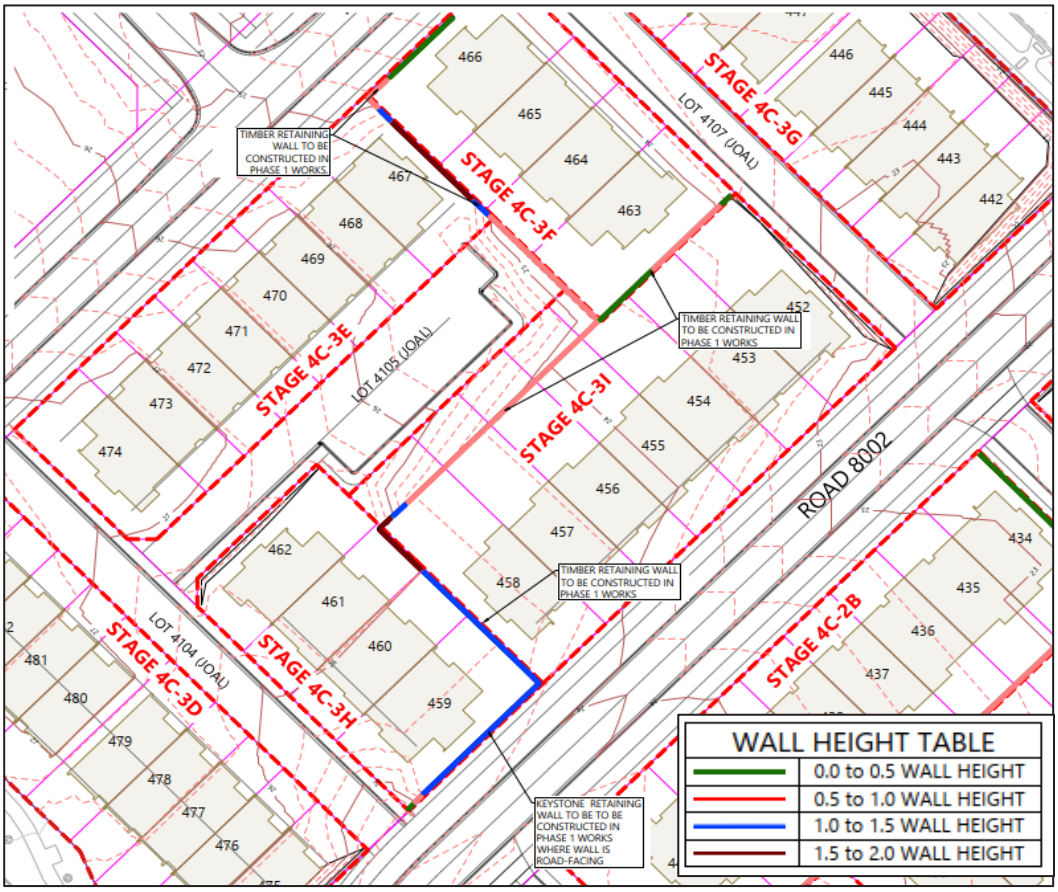

Figure 22: Retaining Walls in Stage 4C-3

The street facing retaining walls in Stage 4C-3 and JOAL end retaining walls on JOAL 4112 and 4114 fronting Honohono Avenue will be constructed of keystone and will be located on the lower side of the retaining wall (wholly within the lot), with a 150mm setback between the retaining wall and mutual boundary.

These retaining walls are required to be completed as part of the Phase 1 works to deliver the civil works subdivision phase of the development to a standard that will enable the Phase 2 comprehensive residential development to occur across the superlots. Additional retaining will be completed as part of the Phase 2 works outlined in Section 4.2.4 below.

All retaining works will be undertaken in accordance with the May 2023 GIR recommendations required by the existing consent notice and the updated recommendations in the application GAR (**Appendix 3G**) also prepared by CMW.

4.1.7.4 Geotechnical Considerations

A detailed analysis of the site geology and geotechnical constraints is outlined in the GIR prepared by CMW (**Appendix 3G**).

The GIR confirms that the site is suitable for the proposed earthworks. All earthworks and geotechnical remediation works will be supervised by a suitably qualified geotechnical engineer[4]. Additionally, a Settlement Monitoring Plan (**SMP**) for consolidation settlement due to the placement of fill must be submitted prior to the commencement of earthworks on site[5].

A Geotechnical Completion Report (**GCR**) will be prepared upon completion of the earthworks. The GCR will:

- Report on the works undertaken;
- Confirm foundation design parameters;
- Describe future building and/or earthworks limitations; and
- Apply any restrictions that require further engineering investigation and/or design on individual lots to avoid future building works exacerbating a natural hazard.

A condition of consent is proposed in **Volume 6** that ensures the GCR is provided to Council to confirm that all super lots are stable and suitable for development when applying for a certificate under section 224(c) of the RMA[6].

4.1.7.5 Erosion & Sediment Controls

Erosion and sediment control measures will be established prior to the start of earthworks and carried out in accordance with the Erosion and Sediment Control Plans (**ESCP**). A draft of the ESCP for 4C has been included with this application and the provision of a final plan prior to the commencement of earthworks has also been included as a condition of consent[7]. Earthworks will involve the installation of best practice erosion and sediment control measures, consistent with Auckland Council standards (**GD05**). Details of the measures are outlined in the Infrastructure Report (**Appendix 3F**) and Civil Drawings (**Appendix 3C**).

The Site will be progressively opened, closed, and stabilised with each completed earthworks area. Once all earthworks are completed, all erosion and sediment control measures will be removed, and the works areas stabilised with grass seed and mulch in accordance with conditions of consent[8].

[4] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.2, Siteworks Pre-Construction conditions
[5] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.2, Siteworks Pre-Construction conditions
[6] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.1, Siteworks Post-Construction conditions
[7] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.1, Siteworks Pre Construction conditions
[8] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.1, Siteworks During Construction conditions

A Chemical Treatment Management Plan (**ChTMP**) will be submitted by the Contractor with pre-construction documents for each stage. The application of Chemical Treatment shall be undertaken in accordance with GD05 and the Contractors approved CTMP. A Draft ChTMP has been prepared and appended to the Infrastructure Report (**Appendix 3F**), the provision of a final version of this plan to council prior to the commencement of works is required as a condition of consent[9].

4.1.7.6 Construction Methodology & Noise / Vibration Levels

FHLD are the principal developer of Milldale and have an established track record and construction methodology practices that are employed across the various operational sites in Milldale. As outlined in the Infrastructure Report (**Appendix 3F**), a "Team Approach" will be undertaken for the bulk earthworks to ensure that adequate resources, expertise and commitment to the construction methodology is employed throughout the construction phase to ensure good practice. A pre-commencement meeting will be held on Site to establish the construction methodology for the project stages and is a required condition of consent[10]. This will include the provision of ESCPs, ChTMP and Construction Traffic Management Plan (**CTMP**) to ensure that potential effects are mitigated.

A Construction Noise and Vibration Report has been prepared by Styles Group (**Appendix 3I**). The report concludes that while the works will largely comply with the AUP(OP) standards, there are potential high noise generating activities associated with the construction of the public accessway adjacent to the 4C-1 boundary. In this regard, a condition setting noise limits for the construction of the accessway is proposed to protect the neighbouring receivers (Stage 4C-1A/Superlot 5701)[11].

Further, Styles Group have recommended that the project establish a Construction Noise and Vibration Management Plan (**CNVMP**) during the Phase 1 works given the location of surrounding residential properties. A draft CNVMP has been prepared and appended to the Styles Report (**Appendix 3I**), and the requirement to submit a final version of this plan to the Council has been included in a condition of consent[12].

In terms of general site construction noise, a condition of consent [13] is proposed to limit construction works in accordance with AUP(OP) standards. Generally, noise-generating tools, motorized equipment, and vehicles associated with earthworks will operate Monday to Saturday: 7:30am - 6:00pm.

Typically, contractors will arrive at the work site before 7:30 am and spend time readying machinery and vehicles and undertaking health and safety checks before commencing work at 7:00 am. Instances of machinery being returned, serviced, or maintained after 6:00 pm will also comply with permitted noise levels outlined in rule E25.6.27 of the AUP(OP). Any activity on the Site before 7:00 am or after 6:00 pm will comply with the permitted noise levels detailed in rule E25.6.27 of the AUP(OP).

4.1.7.7 Draft Management Plans

A high-level Draft CMP has been included in the Infrastructure Report (**Appendix 3F**) to provide an overview of the typical measures contractors implement to manage potential adverse effects

[9] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.1, Siteworks Pre Construction conditions.
[10] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.1, Siteworks Pre Construction conditions.
[11] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.1, Siteworks During Construction conditions.
[12] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.1, Siteworks Pre Construction conditions.
[13] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.1, Siteworks During Construction conditions.

associated with bulk earthworks and construction activities. This plan outlines strategies to mitigate environmental impacts and ensure compliance with relevant regulations. It is noted that these plans will also be prepared as part of the Phase 2 works.

The CMP incorporates the following key management plans:

- **Construction Traffic Management Plan (CTMP):** Addresses the safe and efficient movement of construction-related traffic, including site access, haul routes, parking, and measures to minimize disruptions to the surrounding road network;
- **Dust Management Plan (DMP):** Outlines strategies to control and mitigate dust emissions generated during earthworks and construction, including the use of water suppression, staging of works, and monitoring to minimize off-site impacts; and
- **Chemical Treatment Management Plan (ChTMP):** Details the use of chemical treatments for erosion and sediment control, specifying application methods, monitoring requirements, and environmental safeguards to prevent contamination of water bodies and surrounding areas.

Together, these plans ensure that the potential impacts of earthworks and construction are effectively managed throughout the project.

4.1.8 Bulk Infrastructure

Bulk infrastructure will be provided to service Stages 4C-2 – 4C-5 (inclusive) and will include the installation of stormwater, wastewater, water supply and utilities as set out in the Infrastructure Report included in **Appendix 3F** and Civil Drawings included in **Appendix 3C.** By way of summary, the Phase 1 infrastructure and servicing works will include:

- Extending the existing Stage 4 public wastewater and stormwater network into the Site.
- Construction of the private stormwater drainage network, which includes JOAL stormwater detention tanks to service future private lots developed in Phase 2.
- Individual stormwater and wastewater lot connections for all future residential lots except for Superlot 4021 where individual lot connections will be provided for at Phase 2. Public stormwater and wastewater infrastructure will be within Superlot 4021 to provide for future individual connections;
- Extending potable water network, power and communications utilities to service the Site;
- Fire hydrants will be provided in accordance with the minimum spacing requirements; and
- Reconfiguring existing public drainage reticulation network to facilitate the proposed development.

The infrastructure servicing strategy has sought to avoid duplication of civil works in Phase 2 by front footing provision of lot connections during Phase 1. Therefore, the Phase 1 works will establish the bulk of the servicing provision for the future individual residential lots (Phase 2 comprehensive development works). Conditions of consent are proposed to ensure that all servicing is installed to provide serviceable lots.

This Application for Milldale Stages 10 – 13, Stage 4C and the WWTP is supported by a sufficient level of engineering design. The Civil Drawings in **Appendix 2I** and the Infrastructure Report in **Appendix 2D** provide the necessary detail to understand the proposed land use and subdivision activities.

The Infrastructure Report outlines the development's design, covering key aspects such as earthworks and retaining, roading, stormwater, wastewater, and water supply, along with supporting calculations. These documents confirm that the proposed infrastructure and roading network will adequately service the development and have been designed in accordance with relevant guidelines and standards.

Overall, the engineering drawings and Infrastructure Report define the scope of the proposed activities and anticipated development outcomes. Following approval under the FTAA, Engineering Approvals (**EA**) will be prepared and submitted in general accordance with the consent conditions and approved plans. At this stage, detailed engineering design, calculations, and plans will be provided to the Council for review, ensuring compliance with its development engineering standards.

4.1.9 Wastewater Network Capacity

As set out in the Overview Report (**Volume 1**), and the temporary WWTP Report (**Volume 4**), to underpin the significant investment and provide certainty to the existing and future Milldale community, the Applicant has opted to consent and construct a temporary wastewater treatment facility to allow the development to continue at its current construction pace. The WWTP would operate over the period where Army Bay is at capacity and be decommissioned when the facility has capacity to accommodate the Milldale development. However, the WWTP may not be required if development in the wider Army Bay catchment occurs at lower densities and/or at a slower rate than Watercare currently anticipates.

Given the current uncertainty around the need for the WWTP, a condition of consent has been included within the Milldale Stage 4C conditions relating to this. As the Phase 1 Civil Works & Subdivision part of the project does not propose the creation of residential dwellings, the creation of lots through this stage will not put any additional demand on the wastewater network. The Phase 2 Comprehensive Residential Land Use & Subdivision will create residential lots that will have additional demand on the wastewater network. Accordingly, a condition of consent has been included in the Stage 4C, Phase 2 conditions, which require confirmation that adequate wastewater capacity is available within the network for the relevant number of lot connections. If capacity is not available at the respective stage, the 224(c) must not be approved until the temporary WWTP is constructed, commissioned and fully operational[14].

4.1.10 Stormwater

As set out in the Infrastructure Report (**Appendix 3F**), no stormwater quality treatment is proposed. The proposed raingardens will provide an element of treatment, but their primary purpose is to provide for stormwater detention to mitigate the impervious areas of the proposed roads.

Detention to mitigate JOALs and superlot impervious areas (including roof areas) will be provided by stormwater tanks consolidated within their corresponding JOALs. Long term operation and maintenance of these tanks by future owners will be provided for by a covenant[15]. Four superlots without JOAL ownership will provide stormwater detention via individual tanks within each future lot. This will be provided for as part of the Phase 2 works.

[14] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.5, Wastewater and Water Reticulation
[15] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.2, Covenants

Overland flow will be directed from the superlots and JOALs into the public road carriageways. There is one circumstance where a concentrated flow from JOAL 4105 will pass through the rear of Superlot 4007. A covenant[16] will be placed on the title to ensure that flows are not impeded.

All works will be undertaken in accordance with the requirements of the Wainui East Stormwater Management Plan and existing consent notice.

4.1.11 Split Zoning

As detailed in Section 2.2.2 and 3.3.1 of this report, all proposed superlots adjoining Honohono Avenue (Superlots 4002, 4011, 4015, 4017, 4018, 4020, 4021 and balance lot 4050) are subject to split zoning (THAB / OSC zone). Blanket land use consents have already been approved via the underlying Stage 4C-1 consent (**Appendix 3A**) and a consent notice is in place to apply the THAB zone activity table and standards to the Site.

4.1.12 Wainui Precinct Plan

The ongoing evolution of the Milldale Masterplan as the wider neighbourhood has been progressively developed over the years has meant that the high-level AUP(OP) Wainui Precinct Plan based on the initial high-level masterplan has resulted in the implementation of design outcomes which are different to, but in general accordance with, the precinct plan.

Consents approved for Stage 4C-1 (**Appendix 3A**) has resulted in the development of the Honohono Avenue green street in accordance with the Precinct Plan. However, the consent realigned a public accessway to the west and removed a local road. Instead, two new intersection heads were built into Honohono Avenue in anticipation of the future 4C-2 – 4C-5 subdivision including two new local roads.

The proposal put forward by this application builds on this change and will provide two local roads (8001 and 8002) to tie into these constructed intersection heads on Honohono Avenue. A third local road (8000) on a north south alignment will be constructed between new road 8001 and Parish Drive. Lastly, a second east west public accessway will be constructed south of the consented public accessway. Together, the above proposed public infrastructure works generally accord with the road and accessway alignments on the Wainui Precinct Plan.

Blanket land use consent was approved by the Stage 4C consent LUC60419153 (**Appendix 3A**) to enable building and development in accordance with Rule I544.10.1 Wainui Precinct Plan 1 on the Site. Therefore, this proposal does not require further consents under rule I544.10.1(A2).

4.2 Phase 2 – Comprehensive Residential Land Use & Subdivision

Following the completion of the civil works subdivision, comprehensive residential development and subdivision will be carried out across the 21 superlots (**Figure 23**).

It is proposed to create a total of 168 dwellings and subsequently subdivide the lots to create 168 fee simple residential lots. Each dwelling will be serviced and have direct vehicle access to a JOAL or Road created through the civil works subdivision.

[16] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.2, Covenants

Figure 23: Stage 4C Masterplan (Source: Woods)

The key elements of the comprehensive residential land use & subdivision phase of the development include:

- Site Layout & Built Form;
- Staging;
- Superlot development & subdivision;
- Infrastructure;
- Stormwater & flooding;
- Roading;
- Earthworks;
- Landscaping;
- Lighting; and
- Waste management.

4.2.1 Site Layout & Built Form

A design first approach has been taken to the design of the dwellings to be developed across each of the superlots. The overall approach has been to create a high amenity residential development

that responds positively to on-site features and provide good connection to the wider open space networks. This design is underpinned by connectivity and movement, urban form and amenity.

The built form proposed across the superlots within this phase is identified in the Architectural Plans included in **Appendix 3B,** and commentary on the proposed dwellings and site layout is provided below. A full compliance table of the development proposed on each superlot is provided on the architectural plans (**Appendix 3B**) and within the AUP(OP) Architectural Compliance Checklists (**Appendix 3L**). The compliance table assesses the land use prior to subdivision, and any technical infringements following the completion of the subdivision around the approved land use to create the individual lots.

4.2.1.1 Dwellings

Figure 24: Stage 4C Building Typologies Plan (Source: Woods)

The built aspects of the comprehensive residential development proposed for each superlot are as follows:

- Range of terraced housing styles two levels in height. A total of 20 building typologies (**Figure 24**) are proposed, ranging from 2 to 4.5 bedrooms, and 75m^2 to 205m^2 GFA.
- Varied materials, colour scheme and surface finishes. Elevation modulation and variation in roof forms to create building variation.
- Ground floor open plan living / kitchen / dining space with upper level dedicated to bedrooms. Indoor outdoor flow prioritised at ground level.

- Impervious areas ranging from 39.4% / 169.5m^2 (Lot 411) to 78.1% / 116.4m^2 (Lot 481) per individual lot. Overall superlot site impervious areas ranging from 45.6% / 863.7m^2 (SL4007) to 71.5% / 1,314.4m^2 (Superlot 4020) per individual superlot.
- Building coverage ranging from 27% / 116m^2 (Lot 411) to 54.6% / 81.3m^2 (Lot 500) per individual lot. Overall superlot site building coverage ranging from 35% / 662.1m^2 (SL4007) to 49.5% / 736.6m^2 (Lot 4014) per individual superlot.
- Landscaped coverage ranging from 34.9% / 51.6 m^2 (Lot 535) to 68.3% / 293.7m^2 (Lot 411) per individual lot. Overall superlot site landscaped coverage ranging from 40.8% / 607.7m^2 (SL4014) to 58.1% / 1,099.3m^2 (SL4007) per individual superlot.

4.2.1.2 Site Layout

- Stormwater tanks (buildings) on Superlots 4005, 4007, 4013 and 4016 H1.5m x W1m x L2.4m or L3.2m dimension and located within the 1m side yard setback, but clear of the outdoor living space areas. The stormwater detention for all other lots will be contained within the JOAL stormwater tanks established in the Phase 1 works.
- Where internal garaging is not proposed, yard storage is provided within dedicated sheds L2m x H1.3m x D900mm. This shed can be utilised to store bicycles.
- Onsite bin storage areas are provided on all lots, with the exception of Superlot 4021 which will have a communal bin bay system with the common JOAL. Bin storage areas will vary in size depending on the individual site layouts of each lot. The storage areas will be screened by either masonry blockwork or timber screening. The bin storage areas on some lots will also provide a site service area function (additional storage space, washing line area, etc).
- Letterboxes will be provided at the main street front pedestrian entry point for each dwelling. In the case of Superlots 4004 and 4021, a communal letterbox arrangement is proposed within their respective JOAL pedestrian links.

4.2.1.3 Outdoor Living Spaces

- All dwellings will have adjacent dedicated outdoor living spaces. These will be located at the northern orientation of each lot where possible. Where this is not possible, outdoor living spaces will be oriented to the public street, public accessway or will be provided with generous dimensions which meet the south facing yard requirements.
- Decks are proposed adjacent to the living areas on all lots to provide functional outdoor space and good indoor outdoor flow.
- All outdoor living spaces will provide level areas either in the form of decks and/or lawn space. Some lots will have louvre systems above the deck spaces.
- Required outdoor living spaces will be free of buildings, with the exception of Superlot 4021 where the overhang of the dwelling's upper level will extend over the outdoor space.
- Paved pedestrian paths will be utilised to provide for dry access to key areas of each lot (i.e. front door, connecting yard living areas, etc).

4.2.1.4 Outlook Space

- Outlook space across the public roads, public walkway, internal JOAL, and individual outdoor living spaces.

- The wing walls of the dwellings on Superlot 4021 will encroach into the outlook space by 480mm.

4.2.2 Superlot Subdivision

Each superlot created by the Phase 1 works within Stages 4C-2 – 4C-5 will be developed as a standalone development and independent of the other superlots during the Phase 2 comprehensive residential development works (**Figure 25**).

Figure 25: Proposed Scheme Plan (Phase 2)

In summary, each superlot will be:

- Developed with a multi-unit residential building and associated activities, and following the completion of the built form on the individual lots, subdivision will be progressed around each of the individual units to create fee simple lots.
- Created as its own individual sub-stage (refer to Section 4.2.2.1).
- Delivered by FHLD's independent certified build partners, in line with the existing development of Milldale.

The tables below provide a summary of the proposed subdivision including substage numbers, superlot numbers, individual lot numbers, and proposed site areas.

4.2.2.1 Subdivision Staging

The subdivision will be implemented in 21 sub-stages and staged around each superlot boundary to enable development of the individual superlots to occur independently of each other. These sub-stages will be identified as follows (inclusive):

- Sub-stages 4C-2A – 4C-2E;
- Sub-stages 4C-3A – 4C-3I;
- Sub-stages 4C-4A – 4C-4C; and
- Sub-stages 4C-5A – 4C-5D.

With respect to the sequencing of the sub-stages, these can be undertaken in any order once their respective underlying stages (4C-2 – 4C-5) have been completed and all superlots will have legal road frontage (including JOALs). The staging is shown on the Scheme Plans at **Appendix 3D** and outlined in **Tables 5 – 8** below.

4.2.2.2 Stage 4C-2

Table 5: Subdivision & Development of the Stage 4C-2 Superlots

Sub-Stage #	Superlot #	Lot #	Site Area
Stage 4C-2E	SL 4001	401	335 m²
		402	179 m²
		403	178 m²
		404	178 m²
		405	250 m²
		406	249 m²
		407	179 m²
		408	179 m²
		409	179 m²
		410	393 m²
Stage 4C-2A	SL 4002	411	430 m²
		412	172 m²
		413	172 m²
		414	172 m²
		415	172 m²
		416	172 m²
		417	172 m²
		418	172 m²
		419	172 m²
		420	351 m²
Stage 4C-2C	SL 4003	421	271 m²
		422	162 m²
		423	162 m²
		424	162 m²
		425	162 m²
		426	162 m²
		427	248 m²
Stage 4C-2D	SL 4004	428	228 m²

Sub-Stage #	Superlot #	Lot #	Site Area
		429	153 m²
		430	156 m²
		431	161 m²
		432	168 m²
		433	320 m²
Stage 4C-2B	SL 4005	434	245 m²
		435	191 m²
		436	191 m²
		437	191 m²
		438	191 m²
		439	191 m²
		440	191 m²
		441	296 m²

4.2.2.3 Stage 4C-3

Table 6: Subdivision & Development of the Stage 4C-3 Superlots

Sub-Stage #	Superlot #	Lot #	Area
Stage 4C-3G	SL 4006	442	231 m²
		443	162 m²
		444	162 m²
		445	162 m²
		446	162 m²
		447	162 m²
		448	162 m²
		449	162 m²
		450	162 m²
		451	231 m²
Stage 4C-3I	SL 4007	452	233 m²
		453	172 m²
		454	172 m²
		455	172 m²
		456	172 m²
		457	172 m²
		458	238 m²
Stage 4C-3H	SL 4008	459	290 m²
		460	184 m²
		461	184 m²
		462	239 m²
Stage 4C-3F	SL 4009	463	275 m²

Sub-Stage #	Superlot #	Lot #	Area
		464	184 m^2
		465	184 m^2
		466	290 m^2
Stage 4C-3E	SL 4010	467	231 m^2
		468	144 m^2
		469	144 m^2
		470	144 m^2
		471	144 m^2
		472	144 m^2
		473	144 m^2
		474	240 m^2
Stage 4C-3D	SL 4011	475	244 m^2
		476	165 m^2
		477	163 m^2
		478	151 m^2
		479	192 m^2
		480	192 m^2
		481	149 m^2
		482	160 m^2
		483	165 m^2
		484	236 m^2
Stage 4C-3C	SL 4012	485	267 m^2
		486	192 m^2
		487	192 m^2
		488	192 m^2
		489	192 m^2
		490	272 m^2
Stage 4C-3B	SL 4013	491	275 m^2
		492	180 m^2
		493	180 m^2
		494	180 m^2
		495	180 m^2
		496	228 m^2
Stage 4C-3A	SL 4014	497	233 m^2
		498	148 m^2
		499	148 m^2
		500	148 m^2
		501	148 m^2
		502	148 m^2
		503	148 m^2
		504	148 m^2
		505	223 m^2

4.2.2.4 Stage 4C-4

Table 7: Subdivision & Development of the Stage 4C-4 Superlots

Sub-Stage #	Superlot #	Lot #	Area
Stage 4C-4A	SL 4015	506	383 m²
		507	200 m²
		508	200 m²
		509	200 m²
		510	200 m²
		511	197 m²
		512	313 m²
Stage 4C-4B	SL 4016	513	361 m²
		514	162 m²
		515	162 m²
		516	162 m²
		517	162 m²
		518	162 m²
		519	254 m²
Stage 4C-4C	SL 4017	520	260 m²
		521	155 m²
		522	155 m²
		523	155 m²
		524	155 m²
		525	155 m²
		526	263 m²

4.2.2.5 Stage 4C-5

Table 8: Subdivision & Development of the Stage 4C-5 Superlots

Sub-Stage #	Superlot #	Lot #	Area
Stage 4C-5A	SL 4018	527	251 m²
		528	185 m²
		529	185 m²
		530	185 m²
		531	185 m²
		532	185 m²
		533	261 m²
Stage 4C-5B	SL 4019	534	239 m²
		535	148 m²
		536	148 m²
		537	148 m²
		538	148 m²

Sub-Stage #	Superlot #	Lot #	Area
		539	148 m²
		540	148 m²
		541	148 m²
		542	229 m²
		SL4019	1,501 m²
Stage 4C-5D	SL 4021	543	117 m²
		544	74 m²
		545	74 m²
		546	74 m²
		547	74 m²
		548	103 m²
		549	104 m²
		550	74 m²
		551	74 m²
		552	74 m²
		553	104 m²
		554	92 m²
		555	98 m²
		556	93 m²
		557	96 m²
Stage 4C-5C	SL 4020	558	216 m²
		559	148 m²
		560	148 m²
		561	148 m²
		562	148 m²
		563	187 m²
		564	187 m²
		565	148 m²
		566	148 m²
		567	148 m²
		568	148 m²

4.2.2.6 Title Limitations

A total of 168 freehold lots will be created by the Phase 2 subdivision. Limitations will be placed on the titles in the form of easements and consent notices which will include:

Consent Notices

Consent notices imposed on the superlots as part of the Phase 1 subdivision (Section 4.1.2.2 of this report) will be transferred to the individual lots created. An additional consent notice will be established in Phase 2:

- **JOAL Pedestrian Link Boundary Treatment (Superlots 4001 and 4002):** Any fencing, hedging or planting along the common boundary of Lots 4001 and 4002 with the JOAL 4102 pedestrian link must be generally in accordance with the approved landscape plans. Specifically, as indicated on the landscape plans, masonry walls on select corners cannot exceed a maximum height of 1.4m. The remaining sections of fencing cannot exceed a maximum height of 1.2m and be at least 50% visually permeable. Landscape planting must be maintained to ensure 50% visual permeability.

Land Covenant

Land covenants for sormwater device management, geotechnical and subsoil drainage, and an overland flow path on Superlot 4007 have been established as part of the Phase 1 subdivision and will be retained for the Phase 2 subdivision.

Easements

Easements are detailed on the Scheme Plan included in **Appendix 3D**. As dwellings are located along lot boundaries, party wall and maintenance easements are proposed to enable the maintenance of dwellings through physical access by the adjacent lot owner.

In terms of the easements for water, electricity, and telecommunications, and right to drain water these have been established as part of the Phase 1 subdivision and will be retained for the Phase 2 subdivision.

Amalgamation Conditions

Shared legal access to JOALs in accordance with the Amalgamation Conditions schedule on the Scheme Plans at **Appendix 3D** are proposed.

4.2.3 Landscaping & Fencing

Landscaping will be undertaken across all individual lots to contribute to the on-site amenity for the future residents of the dwellings and surrounding neighbourhood. The Landscape Plans (**Appendix 3E**) provide a comprehensive landscape design for the development, including soft and hard landscaping, fencing typologies, bin storage and service areas.

The landscaping design principles include the following key objectives:

- A simple landscaping scheme that provides attractive street facing interfaces, paired back rear yard landscaping and functional spaces.
- Provide for passive surveillance opportunities to the public streetscape and JOAL spaces through use of low fencing and planting.
- Provide for privacy of private outdoor living spaces through landscaping and higher fencing typologies where appropriate.
- Where private outdoor living spaces front the public streetscape and/or JOALs, balancing the need of private screening and passive surveillance.

- A flexible fencing typology approach. A variety of fencing heights are proposed to provide a selection of fencing and wall types to be confirmed at detailed design stage. The fencing plans provide direction on the boundary treatment expectation to guide development.
- Selected fencing typologies are proposed to address required design outcomes throughout the development including passive surveillance, privacy, architectural detailing and service area screening.
- Where retaining walls are proposed, lower fencing heights are generally proposed to reduce the combined retaining wall and fence heights. Typically, where retaining walls are over 1m in height at the public interface, fence heights will be restricted to 1.2m unless otherwise shown on the Landscape Plans. On internal boundaries, fence heights will typically be restricted to 1.5m in height where placed on retaining walls greater than 1m in height.
- Onsite bin storage is proposed in locations close to the kerbside and JOAL-side collection points. These are typically located adjacent to driveways and clear of private outdoor living spaces. In some circumstances where space allows, bin storage areas are expanded into screened service court areas to provide for additional storage functionality.
- Onsite planting includes specimen trees and planting adjacent to JOAL interfaces to assist in providing soft landscaping to this environment.
- Specimen trees are proposed at public interfaces to contribute to the urban streetscape amenity and also provide for onsite privacy.

4.2.4 Superlot Earthworks

Following the completion of Phase 1 bulk civil works, secondary earthworks will be required across the individual superlots to provide the levels and finishing required to facilitate the building platforms, parking, access, landscaping and construction of retaining walls where required.

Table 9 below identifies the Phase 2 secondary earthworks required to be undertaken on each superlot and is to be read in conjunction with the proposed contour and earthworks extents plans in Civil Drawings (Appendix 3C) and the Infrastructure Report in Appendix 3F.

Table 9: Secondary earthworks across the Superlots

SL# & Sub-stage	Cut Volume	Fill Volume	Balance	Area	Retaining Wall Detail[17]
SL 4001 / Stage 4C-2E	0 m^3	450 m^3	450 m^3	2,300 m^2	0.1m – 1.1m
SL 4002 / Stage 4C-2A	20 m^3	430 m^3	410 m^3	2,160 m^2	0.1m – 0.6m
SL 4003 / Stage 4C-2C	20 m^3	170 m^3	150 m^3	1,330 m^2	0.1m – 0.7m
SL 4004 / Stage 4C-2D	10 m^3	280 m^3	270 m^3	1,190 m^2	(Retaining wall in adjacent lot)
SL 4005 /Stage 4C-2B	20 m^3	180 m^3	160 m^3	1,690 m^2	0.1m – 1.1m (Phase 1)
SL 4006 / Stage 4C-3G	10 m^3	360 m^3	350 m^3	1,860 m^2	0.1m – 1.4m
SL 4007 / Stage 4C-3I	20 m^3	180 m^3	160 m^3	1,928 m^2	0.1m – 1.9m (part built in Phase 1)

[17] NOTE: Indicated in (brackets) in Table 9 above where part or all of the retaining walls for these superlots have already been constructed as part of the Phase 1 works.

SL# & Sub-stage	Cut Volume	Fill Volume	Balance	Area	Retaining Wall Detail[17]
SL 4008 / Stage 4C-3H	10 m^3	100 m^3	90 m^3	900 m^2	0.1m – 1.9m (part built in Phase 1)
SL 4009 / Stage 4C-3F	0	110 m^3	110 m^3	930 m^2	0.1m – 1.6m (Phase 1)
SL 4010 / Stage 4C-3E	10 m^3	150 m^3	140 m^3	1,330 m^2	0.7m – 1.6m (Phase 1)
SL 4011 / Stage 4C-3D	10 m^3	200 m^3	190 m^3	1,820 m^2	0.1m – 0.9m
SL 4012 / Stage 4C-3C	40 m^3	230 m^3	190 m^3	1,310 m^2	0.1m – 1.7m
SL 4013 / Stage 4C-3B	0 m^3	180 m^3	180 m^3	1,220 m^2	0.1m – 1.7m (Phase 1)
SL 4014 / Stage 4C-3A	0 m^3	420 m^3	420 m^3	1,490 m^2	0.1m – 1.1m
SL 4015 / Stage 4C-4C	0 m^3	610 m^3	610 m^3	1,690 m^2	0.1m – 1.5m
SL 4016 / Stage 4C-4A	10 m^3	190 m^3	180 m^3	1,430 m^2	0.1m – 1.7m (Phase 1)
SL 4017 / Stage 4C-4B	10 m^3	200 m^3	190 m^3	1,300 m^2	0.1m – 1.2m
SL 4018 / Stage 4C-5D	0 m^3	490 m^3	490 m^3	1,430 m^2	0.1m – 1.7m (part built in Phase 1)
SL 4019 / Stage 4C-5B	10 m^3	270 m^3	260 m^3	1,500 m^2	0.1m – 0.4m
SL 4020 / Stage 4C-5A	10 m^3	260 m^3	250 m^3	1,840 m^2	0.1m – 1.1m (part built in Phase 1)
SL 4021 / Stage 4C-5C	40 m^3	260 m^3	220 m^3	2,270m^2	0.1m – 1.6m

Erosion and sediment control measures will be installed across the Site prior to the commencement of work and maintained throughout the temporary earthworks phase of the project. A pre-start meeting will be held to ensure that a clear plan of action is in place to control the works phase of each development. Conditions of consent[18] are proposed in this regard.

Temporary construction activities will be undertaken in accordance with the AUP:OP noise and vibration limits and relevant industry standards for construction. Additionally, traffic management will be in place during construction as required and managed through a construction management plan by appointed future contractors. These measures are proposed as conditions of consent[19].

Whilst larger internal boundary retaining walls will be established during the Phase 1 works, the Phase 2 siteworks will also include the construction of retaining walls across the superlots to accommodate the changes in surface levels across the superlots. Retaining wall detail is summarised in **Table 6** and detailed on the Civil Drawings (**Appendix 3C**).

Retaining wall subsoil drainage will run behind all proposed walls and be collected at catchpits adjacent to the retaining walls and directed into the development's stormwater drainage network. The primary approach will be to connect the catchpits into the private drainage network for the lots. Where this is not possible, a dedicated connection will be provided to connect the catchpits to the public network. Covenants[20] will be established on the property titles as part of the Phase 1 development to protect the subsoil drainage network.

All building and retaining works will be undertaken in accordance with the CMW May 2023 GIR recommendations required by the existing consent notice and the updated recommendations in

18 Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.4, Siteworks Pre Construction Conditions
19 Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.4, Siteworks Pre Construction Conditions
20 Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.2, Covenants

the CMW February GAR (**Appendix 3G**). A condition of consent[21] is proposed requiring a GCR to be completed at the completion of development.

4.2.5 Superlot Infrastructure

The Phase 1 civil works propose to install all public reticulation to each superlot and provide wastewater and stormwater lot connections for each individual lot. Secondary infrastructure will be installed at Phase 2 as part of the development of the individual superlots. Refer to the Infrastructure Report (**Appendix 3F**) and Civil Drawings (**Appendix 3C**) for details. Each dwelling and associated lot will be serviced for wastewater, stormwater, water supply and utilities.

4.2.6 Stormwater

Stormwater mitigation for each superlot has been established via the Phase 1 works with detention for individual lots provided for in the consolidated JOAL tanks. However, individual lots on Superlots 4005, 4007, 4013 and 4016 will require onsite detention in individual tanks located within their yards. These will be sized at the detailed design stage.

For Superlot 4021 and JOAL 4150, private drainage reticulation and stormwater detention will be constructed during the Phase 2 works as detailed on the Civil Drawings (**Appendix 3C**). A covenant[22] is proposed to ensure that responsibilities and maintenance of the JOAL stormwater device applies to future lot owners.

4.2.7 Vehicle Access, Parking & Loading

The full details of the proposed vehicle access, parking and loading for the development are set out in the Architectural Plans (**Appendix 3B**), Transportation Assessment Report (**Appendix 3H**), Infrastructure Report (**Appendix 3F**) and Civil Drawings (**Appendix 3C**). The following sections are to be read in conjunction with the details in these appendices.

4.2.7.1 Parking

All of the lots will contain a minimum of one external and one internal parking space and will meet the minimum sizing, tracking curve and manoeuvring requirements under the AUP(OP). This includes stacked internal garage parking arrangements (Superlots 4001, 4002, 4004, 4015) and external garages on Superlot 4012.

All parking spaces will be formed. Internal garaging will have a minimum dimension of 3m x 5.5mm. Parking will also be available on external driveways, which have been designed with a minimum dimension of 2.7m x 5m.

In addition to the above, Superlots 4004 and 4010 will have access to at-grade parking spaces (4 and 10 spaces) within their respective JOALs. These spaces will be allocated to individual lots as part of their title arrangements and are directly accessible from their related units via 1.5m wide JOAL footpaths.

As discussed in Section 4.2.8 below, the development of Superlot 4021 will include the construction of a JOAL 4150. Parking for this lot will be included at-grade within the JOAL and allocated to individual units within the Superlot. 16 parking spaces are proposed which meet the

21 Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.4, Siteworks Post-Construction Conditions
22 Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.5, Covenants

minimum parking dimensions. All spaces will be directly accessible to their respective units via JOAL footpaths.

In terms of Electric Vehicle charging, most of the development contains vehicle parking within internal garaging. Future owners can determine whether to install Electric Vehicle charging stations within their internal garages.

4.2.7.2 Vehicle Crossings

Vehicle access to most superlots will be provided via the roads and JOALs created through the Phase 1 civil works subdivision. Each individual lot will then access onsite parking spaces via rear loading from the JOALs. Driveways will have a 3m dimension, and garaging will achieve the AUP(OP) design standards.

Four of the superlots (Superlots 4005, 4007, 4013 and 4016) will be accessed directly from the public street and these vehicle crossings will be formed as part of the Phase 2 comprehensive development of the individual superlots. The formed driveways will be paired with a maximum vehicle crossing width of 6m. In the case of Superlot 4013, the driveway of the southernmost Lot 491 will have a vehicle crossing within 10m of the intersection of new roads 8000 and 8001.

4.2.7.3 Bicycle Parking

All lots will have space available for bicycle parking either within garaging or outdoor storage sheds located within the lot's yard space.

No dedicated visitor bicycle parking spaces are proposed. 168 individual lots will be created by this subdivision, and visitors will be able to place their bicycles within the yard space / garaging of each individual lot to which they are visiting.

4.2.7.4 Primary Pedestrian Access

Primary pedestrian access for most of the individual lots will be obtained from the public street via individual 1m wide pathways directly to a front door. Alternatively, if direct access from the public street is not attainable, pedestrian access will be made available via footpaths within the adjoining JOALs which have been constructed via the Phase 1 civil works. Primary pedestrian access is proposed from a JOAL as follows:

- Superlot 4004 – all lots will obtain access to Karapapa Road from a 1.5m wide JOAL 4101 footpath located adjacent to their lot boundaries.
- Superlot 4008 – Lots 460-462 will obtain access to New Road 8002 from a 1.5m wide JOAL 4104 footpath located adjacent to their lot boundaries.
- Superlot 4009 – Lots 463-465 will obtain access to New Road 8001 from a 1.5m wide JOAL 4107 footpath located adjacent to their lot boundaries.
- Superlot 4015 – Lots 507-512 will obtain access to Papakiri Road from a 1.5m wide JOAL 4110 footpath located adjacent to their lot boundaries.
- Superlot 4018 – Lots 527-532 will obtain access to Papakiri Road from a 1.5m wide JOAL 4112 footpath located on the opposite side of the JOAL.
- Superlot 4021 – all lots will obtain access to Honohono Avenue from a 1.5m wide JOAL 4150 footpath located adjacent to their lot boundaries.

Footpaths adjacent to driveways will be separated by landscaping and provided in a different colour surface finish.

4.2.7.5 Loading

No dedicated loading bays are proposed for the development. Each lot has direct access to the public road and/or JOAL. The JOALs are all designed as 5.5m or 5.7m dual carriageway and have sufficient space available to enable temporary loading activities to take place, and still enable vehicles to pass.

4.2.8 JOAL 4150

JOAL 4150 associated with Superlot 4021 will be created as part of the comprehensive residential development of Superlot 4021 in the Phase 2 works. JOAL 4150 will comprise the following key elements:

- a 7m width (JOAL Type 2) comprising a 5.5m wide formed carriageway;
- 1.5m wide pedestrian footpath around a central at grade carpark. The footpath will be retained and include both steps and ramp options;
- 15 at grade parking spaces which will be individually allocated to Lots 543 – 557 created through the subdivision of Superlot 4021;
- A pedestrian link to connect JOAL 4150 to Honohono Avenue which will be an indicative 3m widening to 8m width and includes a 1.8m footpath with landscaping on either side;
- A pedestrian link to connect JOAL 4150 to JOAL 4114 which will be designed as a 1.8m footpath;
- Landscaping;
- Communal courtyard space; and
- Communal bin bay.

4.2.9 JOAL Lighting

Lighting design has been undertaken for the JOAL environments in Stage 4C. The design has been prepared by Ibex and the lighting design and specifications are provided at Appendix 3M. The location of lighting infrastructure is shown on the Civil Drawings set (Roading drawings) at Appendix 3C. Lighting will provide for appropriate levels of lighting within these spaces during the hours of darkness.

The lighting plan and documentation will be in accordance with the AS/NZS1158.3.1:2020 standards and Auckland Transport - Transport Design Manual Engineering Design Code for Pedestrian Accessways. The lighting plan has been prepared by a suitably qualified and experienced professionals (Ibex) and will be maintained in accordance with AS/NZS1158. The lighting will meet the E24 and E27 Lighting standards set out in the AUP(OP).

4.2.10 Waste Management

Waste management is provided for each superlot and will be via Auckland Council kerbside collection from either public roads or within JOALs. The exception is Superlot 4021 which will operate a communal bin collection arrangement.

Waste Management Plans have been prepared (Appendix 3C) to demonstrate a proposed rubbish truck collection route throughout the development. The route has been designed in accordance with the following key principles in mind:

- Access for an 8.5m rubbish truck utilising public roads and JOALs for collection
- Truck collection using a left side bin loading arm
- Forward movements to enable ease / safety of truck movements. The exception being in JOALs 4112 and 4114 where a reverse manoeuvre is required (discussed below).
- Ensure unimpeded access to collection points
- Avoid conflict with street furniture, street trees, parking bays, rain gardens
- Location of kerbside / JOAL-side collection points within proximity to onsite bin storage locations
- Kerbside collection points within available grass berm space
- JOAL-side collection points will generally be within 20m of each unit. The collection point is dictated by the design of each JOAL.

Careful consideration has been given to the location of the kerbside and JOAL-side collection points. Due to the site levels, the presence of retaining walls, and the need to address urban design outcomes, the onsite bin storage for each lot has been located in the most practical location. This location has then dictated whether a kerbside or JOAL-side collection option is required.

The proposed bin collection points are indicated on the waste management plans (Appendix 3C). Bin storage for each dwelling will be contained within each lot and near the JOAL or street collection point. Consideration has also been given to whether consolidated collection points are possible within the JOALs. However, due to the carriageway width, footpath and lighting requirements, there is unlikely to be space to congregate bins on collection day.

In terms of the waste management solution for Superlot 4021, a communal bin bay is proposed within the JOAL 4150 to service the future development. A communal bin bay is the most practical option for this superlot as it is not possible to include onsite bin storage for each of the individual lots due to onsite space constraints. Council has advised in the pre-application meeting that future Council contractors will service communal bin bays in multi-unit developments. The JOAL 4150 and adjoining JOALs have been designed to accommodate rubbish truck access to the bin bay.

JOALs 4112 and 4114 both have no through routes and rubbish truck movements cannot circulate through these JOALs in a forward motion. Council has advised in the pre-application meeting that it is possible to service such JOALs as trucks can reverse where necessary (refer consultation summary in Overview Report, Volume 1).

A condition is proposed requiring the consent holder for each individual superlot to prepare a Waste Management Plan (WMP) for consideration by Council prior to the occupation of buildings if an amended waste management plan is proposed from the waste management plans that form part of this application. The intention is to ensure that a feasible waste management arrangement is implemented. Any amended WMP would include the following information:

- Proposed waste truck collection route to service the Site;

- Identify the location of street / JOAL infrastructure, furniture and landscaping along the collection route and ensure that these do not impede the collection of waste;
- The location of food waste, refuse and recycling collection point(s) for each residential unit;
- Confirm how the waste collection point(s) will be identified (i.e. through signage if a communal collection point proposed) and communicated to future residents; and
- Provide Council appointed waste management contractors with the authority to access private land (JOALs) to collect waste i.e. through a signed waiver.

Overall, the waste management plans show that a workable solution is in place to service the future development. Refinements to the final waste management solution for the individual sites can be addressed prior to the occupation of dwellings should an amended waste management proposal be put forward by future build partners as part of the detailed design stage. A condition of consent[23] has been proposed in this regard.

4.3 Any Other Activities

This section is provided in accordance with clause 5(1)(e) of Schedule 5 of the FTAA.

There are no other activities that are part of the proposal to which the consent application relates.

4.4 Other Approvals Required

This section is provided in accordance with clause 5(1)(f) of Schedule 5 of the FTAA.

There are no other approvals required as part of the Milldale Stage 4C development.

4.5 Proposed Conditions of Consent

In accordance with clause 5(1)(k) of Schedule 5 of the FTAA, the proposed conditions of this consent are provided for in **Volume 6, Section 3**.

By way of summary, to address the proposed project delivery method in two distinct phases and reflect the Council's consent issue and conditions preferences, the conditions for Stage 4C have been structured to separate out the Phase 1 civil works and subdivision conditions from the Phase 2 comprehensive residential development conditions to provide two sets of conditions. Within this, separate LUC and SUB conditions for each of the two work phases will be issued.

This approach to the structure of the conditions will enable FHLD's Phase 1 civil works and subdivision to occur independently from the future comprehensive residential development works delivered by future Build Partners on individual superlots. With respect to the Phase 2 works, the intention is to provide a generic set of conditions that apply to all superlots that can be issued to each individual superlot. To this end, a stage boundary (refer to **Table 5** and the Scheme Plans **Appendix 3D**) has been proposed around each superlot to enable each superlot to be developed independently.

A full description of the conditions of consent objectives and structure is contained within **Volume 6**.

[23] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.4, Waste Management

5.0 Reasons for Consent

In accordance with section 42(4)(a) the application is seeking approval for a resource consent that would otherwise be applied for under the RMA. In accordance with Schedule 5, Clause 5(5)(a) there are also permitted activities associated with the application.

Consent is required under the provisions of AUP(OP) as summarised below along with the associated permitted activities. A full Activities and Standards assessment is included in **Appendix 3K.**

Overall, the application requires assessment as a **non-complying activity.**

As outlined earlier in this report, the project will be delivered in two distinct work phases:

- Phase 1: Civil Works and Subdivision
- Phase 2: Comprehensive Residential Development

Given that the works will be delivered in two phases and by two separate parties, it is proposed to separate out the Phase 1 civil works from the Phase 2 comprehensive residential development to provide for two sets of resource consent approvals (a land use consent (**LUC**) and subdivision consent (**SUB**) for each phase) and associated conditions. This approach is discussed in detail in the **Volume 6** Conditions of Consent document.

In this regard, the reasons for consent assessment for this Stage 4C application have been separated into two parts (Sections 5.1 and 5.2 of this report) to apply to each of the two project phases. Further commentary regarding the application of consent matters is provided in each section below.

5.1 Phase 1 – Civil Works & Subdivision

This section sets out the consent matters that apply to the Phase 1 civil works and subdivision to establish stages 4C-2 – 4C-5 inclusive. This phase of the development will create a total of 21 superlots, one balance lot, 14 JOALs, three roads to vest, and one public accessway to vest with associated infrastructure and servicing. This phase will also include the construction of several retaining walls and associated safety fencing to facilitate future building platforms for Phase 2.

5.1.1 Land Use Consent (s9)

5.1.1.1 E11 Land Disturbance – Regional

- The proposal involves greater than 50,000m^2 of earthworks in the residential and open space zone, where the land has a slope less than 10 degrees outside the sediment control protection area (with approximately 5.1ha proposed). This requires consent as a restricted discretionary activity under rule E11.4.1(A5).

5.1.1.2 E12 Land Disturbance – District

- The proposal involves earthworks greater than 2,500m^2 in a residential and open space zone (with approximately 5.1ha proposed). This requires consent as a restricted discretionary activity under rule E12.4.1(A6).

- The proposal involves greater than 2,500m^3 of earthworks in the residential and open space zone (with approximately 1,900m^3 cut and 20,100m^3 fill proposed). This requires consent as a restricted discretionary activity under rule E12.4.1(A10).

5.1.1.3 E25 Noise and Vibration

- The proposal does not comply with the permitted activity standard under E25.6, as the proposal involves a 5-10dB infringement to the permitted construction noise standards of 70 dB LAeq and 85 dB LAFmax in E25.6.27 where earthworks are within approximately 5m of occupied dwellings. In this case, works associated with the construction of Stage 4C-4 Accessway 4200 will exceed the standards at the receiving units of neighbouring Superlot 5701. This requires consent as a restricted discretionary activity under E25.4.1(A2).

5.1.1.4 E26 Infrastructure

- The proposal involves earthworks greater than 2,500m² in the THAB and OSC zones. The application proposes to undertake earthworks over an area of approximately 6,180m^2 for the establishment of three new roads. This requires consent as a restricted discretionary activity under rule E26.5.3.1(A97).

5.1.1.5 E27 Transport

- The proposal exceeds the trip generation standards set out in Standard E27.6.1 and Table E27.6.1.1(T1), as the proposed development will have the capacity to accommodate more than 100 dwellings (THAB and OSC zone). This requires consent as a restricted discretionary activity under rule E27.4.1(A3).

5.1.1.6 E40 Temporary Activities

- The proposed works will involve construction activities exceeding 24 months. This is a restricted discretionary activity pursuant to E40.4.1(A24).

5.1.1.7 H6 Residential – THAB zone

- During Phase 1, the proposal will require the construction of retaining walls greater than 1.5m high and up to 2m in height, and walls within 1.5m of the road or public space. This will occur in the following areas of the development:
  - Superlot 4008 retaining wall 1.5m-1.9m high within the rear yard, and 1m-1.35m high within 1.5m of the road boundary.
  - Superlot 4009 retaining wall 0.1m-0.7m high within 1.5m of the road boundary.
  - Superlot 4010 retaining wall 1.5m-2m high within the side boundary, and 0.5-0.7m high within 1.5m of the road boundary.
  - Superlot 4013 retaining wall 0.1m-1.7m high within 1.5m of the road boundary, and 1.5m-1.7m within the rear yard.
  - Superlot 4016 retaining wall 0.1m-0.5m within 1.5m of the road boundary; and 1.5m-1.7m within the side yard.
  - JOAL 4105 retaining wall 1.5m-2m high with the rear boundary.
  - JOAL 4112 retaining wall 0.5m-1m high within 1.5m of the road boundary.
  - JOAL 4114 retaining wall 0.5m-1m high within 1.5m of the road boundary.

Accessory buildings which have the same activity status and standards as applies to the land use activity (H6.4.1(A3)) that the new building is designed to accommodate is a restricted discretionary activity pursuant to rule H6.4.1(A35).

- The proposal involves a core standard infringement (standards to be complied with) which requires consent as a restricted discretionary activity pursuant to rules H6.4.1(A32) and C1.9(2). The proposed Phase 1 works will require the construction of retaining walls greater than 1.5m high and up to 2m in height, and walls within 1.5m of the road or public space which fall into the definition of buildings. This will occur in the following areas of the development:
  - Superlot 4008 retaining wall 1.5m-1.9m high within the rear yard and 1m-1.35m high within 1.5m of the road boundary.
  - Superlot 4009 retaining wall 0.1m-0.7m high within 1.5m of the road boundary.
  - Superlot 4010 retaining wall 1.5m-2m high within the side boundary; and 0.5-0.7m high within 1.5m of the road boundary.
  - Superlot 4013 retaining wall 0.1m-1.7m high within 1.5m of the road boundary; and 1.5m-1.7m within the rear yard.
  - Superlot 4016 retaining wall 0.1m-0.5m within 1.5m of the road boundary; and 1.5m-1.7m within the side yard.
  - JOAL 4105 retaining wall 1.5m-2m high with the rear boundary.
  - JOAL 4112 retaining wall 0.5m-1m high within 1.5m of the road boundary.
  - JOAL 4114 retaining wall 0.5m-1m high within 1.5m of the road boundary.

  Buildings within the required yard setbacks requires consent as a restricted discretionary activity under standard H6.6.9.1 and C1.9(2).

5.1.2 Non-Core Standards Land Use Consent (s9)

Rule H6.4.1(A32) accessory buildings requires compliance with core standards which are building height, height to boundary, yard standards, maximum impervious areas and building coverage.

The proposal is not required to comply with the other standards within Chapter H6. However, H6.8.1(2) specifies that all other standards form part of the matters of discretion when assessing an application. While not required as a technical reason for consent, the proposal does not meet the following non-core standard for accessory buildings relating to retaining walls and combined fence heights (refer to the Architectural Plans **Appendix 3B** and AUP(OP) Architectural Compliance Checklists **Appendix 3L** for detail):

- The proposal will establish 1.2m high safety fencing atop retaining walls that exceed 1m in height. This will result in infringements to the maximum 1.4m front yard and 2m side/rear yard combined fence and retaining heights on the following superlots:
  - Superlot 4005 rear yard up to 2.2m proposed (0.2m infringement).
  - Superlot 4008 front yard up to 2.7m (1.3m infringement); and rear yard up to 3.2m (1.2m infringement).
  - Superlot 4009 front yard up to 2.2m proposed (0.8m infringement).

- Superlot 4010 side yard up to 3.2m proposed (0.7m infringement); front yard up to 2.2m high (0.8m infringement).
- Superlot 4013 front yard up to 3.2m high (1.8m infringement); and rear yard up to 3.2m high (1.2m infringement).
- Superlot 4016 front yard up to 1.7m high (0.3m infringement); side yard up to 3.2m (1.2m infringement).
- JOAL 4105 rear yard up to 3.2m proposed (1.2m infringement).
- JOAL 4112 front yard up to 2.2m (0.8m infringement).
- JOAL 4114 front yard up to 2.2m (0.8m infringement).

This requires consent as a restricted discretionary activity pursuant to rule H6.6.15 and C1.9(2).

5.1.3 Subdivision Consent (s11)

5.1.3.1 E38 Subdivision – Urban

- The proposal involves subdivision of land with two zones (THAB and OSC zones) along an undefined zone boundary. This requires consent as a restricted discretionary activity under E38.4(A7).
- The proposal involves subdivision that does not meet the restricted discretionary standards in E38.7 standards for subdivision for specific purposes. The proposed subdivision of Superlots 4002, 4011, 4015, 4017, 4018, 4020, 4021 and balance lot 4050 does not follow the existing zone boundaries for the THAB and OSC zones as required under Standard E38.7.3.1(1). This requires consent as a discretionary activity under rule E38.4.1(A13).
- The proposal involves vacant site subdivision involving parent sites of 1ha or greater which do not comply with Standard E38.8.3.1. Superlots 4004 (1,186m^2), 4008 (896m^2), 4009 (896m^2) will not meet the 1,200m^2 minimum site area threshold set out in Table 38.8.2.3.1. However, the minimum average net site area calculated over the total of all sites complies with Table E38.8.3.1.1 and standard E38.8.3.1(4) (approximately 1,500m^2 achieved). This requires consent as a non-complying activity pursuant to rule E38.4.2 (A19).
- The proposal involves the subdivision of land for residential lots in the OSC zone. Any subdivision not provided for in Tables E38.4.1 and E38.4.4 requires consent as a discretionary activity under rule E38.4.4(A43).

5.1.4 Associated Permitted Activities

The following relevant activities are associated with Phase 1 of the proposal and fall within the permitted activity status of the AUP(OP):

E24 & E27 Lighting

- Lighting will be completed as part of the Phase 2 comprehensive residential development of the superlots. The proposed lighting design and plans (Appendix 3M) confirm compliance with the standards at E24.6.1 and the permitted activity rules E24.4.1(A1) and E27.6.3.7.

E25 Noise & Vibration

- Vibration during construction activities compliant with the limits in standard E25.6.30(1) is a permitted activity. The proposal will comply with the permitted vibration standards for avoiding building damage under E25.6.30(1)(a) at all adjoining receivers. The proposal will comply with the vibration amenity standards under rule E25.6.30(1)(b) for all properties.

E26 Infrastructure

- Pursuant to rule E26.2.3.1(A9) the proposal involves pipe and cable bridges for the conveyance of water, wastewater, stormwater, electricity, gas and telecommunications underground. This is a permitted activity in the THAB and OSC zones.
- Pursuant to rule E26.2.3.1(A22) the proposal involves underground electricity lines. This is a permitted activity in the THAB and OSC zones.
- Pursuant to rule E26.2.3.1(A40) the proposal involves underground telecommunication lines and facilities. This is a permitted activity in the THAB and OSC zones.
- Pursuant to rule E26.2.3.1(A49) the proposal involves underground pipelines and ancillary structures for the conveyance of water, wastewater and stormwater. The application proposes underground services for the establishment of the new roads. This is a permitted activity in the THAB and OSC zones.
- Pursuant to rule E26.2.3.1(A58) the proposal involves stormwater treatment devices (raingardens) within the proposed new roads. This is a permitted activity in the THAB and OSC zones.
- Pursuant to rule E26.5.3.2(A101) the proposal involves earthworks up to 10,000m2 area where the land has a slope less than 10 degrees outside the SCPA area. The application proposes to undertake earthworks overall an area of 1.02ha for the establishment of the new road. This is a permitted activity in the THAB and OSC zones.
- The construction, operation and use of road network utilities that meet the permitted activity standards in E26.2.5.4 is a permitted activity under E26.2.3.2(A67).

E27 Transport

- Pursuant to rule E27.4.1(A1) the proposal involves parking, loading and access which is an accessory activity and complies with the standards for parking, loading and access. All parking, loading and access arrangements comply with the design standards and are a permitted activity.

E38 Subdivision

- The proposal involves subdivision for roads which is permitted under E38.4.1(A2).

I544 Wainui Precinct Plan

- A blanket consent has been approved by the Stage 4C-1 LUC60419153 consent enabling I544.4.1(A3) Subdivision, building and development in general accordance with I544.10.1 Wainui: Precinct Plan 1.

5.1.5 GIS Additional Constraints - Flood Plain

There is a flood plain identified on the southern portion of the Site on the Council GIS maps. As discussed in this report (Section 3.3.4) and the Infrastructure Report (**Appendix 3F**), the Council

GIS map has not been updated since the Stage 4 land development works have been completed at Milldale (which includes Stage 4C). Woods have confirmed in their Infrastructure Report that the flood plain is no longer present on the Site. Therefore, the application does not trigger any activities or standards relating to works within a flood plain, particularly in AUP(OP) chapters E36, E38, E26 and E12.

5.2 Phase 2 – Comprehensive Residential Land Use & Subdivision

This section sets out the consent matters that apply to the comprehensive residential development and subdivision which will be carried out across the 21 individual superlots on the completion of the Phase 1 civil works and subdivision. Phase 2 will create a total of 168 dwellings across the 21 superlots and subsequently subdivide the lots to create 168 fee simple residential lots. Each dwelling will be serviced and have direct vehicle access to a JOAL or Road created through the Phase 1 civil works and subdivision.

The proposal seeks to deliver the comprehensive residential development for each superlot on an independent basis. Sub-stage boundaries are proposed around each superlot to enable the associated development, works and subdivision to occur independently of other superlots.

The Phase 1 civil works and subdivision, which precedes the Phase 2 comprehensive residential land use and subdivision, has already sought consent for:

- Regional consent for bulk earthworks; and
- Trip generation for more than 100 dwellings.

Further, existing blanket consents have been approved by BUN60419151 (LUC60419153) for the following activities on the Site:

- Blanket consents for residential activities in the OSC and application of the THAB zone standards to the OSC zoned land; and
- Blanket consents to for subdivision, building and development in general accordance with I544.10.1 Wainui: Precinct Plan 1

In this regard, given that the regional earthworks, trip generation for more than 100 dwellings, and blanket consents for the Wainui Precinct Plan and OSC/THAB split zoning have already been addressed by the Phase 1 reasons for consent and/or approved Stage 4C-1 consents, and do not form part of the Phase 2 works, it is not considered necessary to duplicate the assessment of their associated standards below.

Given the split zoning has been addressed through blanket consents, application of the THAB zone provisions will be assumed for the consent matters assessment of all superlots. Earthworks calculations will be considered on an individual superlot basis to recognise the individual superlot development stages for Phase 2. This approach aligns with the proposed method of approvals and conditions issue addressed in Volume 6 Consent Conditions of this application.

5.2.1 Land Use Consent (s9)

5.2.1.1 E12 Land Disturbance – District

- The proposal involves approximately 900m2 to 930m2 of earthworks across two sub-stages (Superlots 4008 and 4009) which is greater than 500m2 and under 1,000m2 in area. This requires consent as a restricted discretionary activity pursuant to rule 12.4.1(A4).

- The proposal involves approximately 1,190m2 to 2,300m2 of earthworks across 19 sub-stages (Superlots 4001-4007 and 4010-4021) which falls within the 1,000m2 to 2,500m2 area threshold. This requires consent as a restricted discretionary activity pursuant to rule 12.4.1(A5).
- The proposal involves approximately 270m3 to 610m3 of earthworks across 13 sub-stages (Superlots 4001, 4002, 4004, 4006, 4012-4016, and 4018-4021) which is within the 250m3 - 1,000m2 threshold. This requires consent as a restricted discretionary activity pursuant to rule 12.4.1(A8).

5.2.1.2 E27 Transport

- Parking, loading and access, which is an accessory activity but does not comply with the standards for parking, loading and access, is a restricted discretionary activity under Rule E27.4.1(A2) as follows
  - Standard E27.6.2(6) – Table E27.6.2.5(T81) bicycle parking rate for residential developments, requires a minimum 1 space per 20 dwellings for visitor (short-stay). A total of 8 visitor bicycle parking spaces are required for the whole of site development[24]. The proposal does not provide any visitor bicycle parking spaces and does not comply with the above standard.
  - Standard E27.6.2.7 – Table E27.6.2.7 (T114) has a minimum loading space requirement of 2 spaces for developments between 20,000m^2 and 90,000m^2 GFA. The proposal involves approximately 27,250m^2 GFA and does not provide any dedicated loading spaces, and therefore does not comply with the above standard.
- Construction or use of a vehicle crossing where a Vehicle Access Restriction applies under Standards E27.6.4.1(2) or E27.6.4.1(3) is a restricted discretionary activity as per Rule E27.4.1(A5).
  - Standard E27.6.4.1(2)(a) applies as a new vehicle crossing for Lot 491 (Superlot 4013) is located within 10m of an intersection as measured from the property boundary (Standard - E27.6.4.1(3)(a)). This vehicle crossing will be located within 10m of the intersection of proposed Local Roads 8000 and 8001 (to be vested in Phase 1). This does not comply with the above standard.

5.2.1.3 E40 Temporary Activities

- The proposed works will involve construction activities exceeding 24 months. This is a restricted discretionary activity pursuant to E40.4.1(A24).

5.2.1.4 H6 Residential – THAB zone

- The proposal involves the construction of a minimum of 4 to a maximum of 15 new dwellings across 21 individual sub-stages in the THAB zone. This requires consent as a restricted discretionary activity pursuant to rule H6.4.1(A3). Dwellings must comply with standards H6.6.5 – H6.6.9 (inclusive).
- The proposal involves retaining walls (over 1.5m in height and/or within 1.5m of a public place or road boundary) and accessory buildings (stormwater tanks 1.5m in height) on several lots

[24] Technically, when assessed on an individual superlot basis, this standard does not apply. However, for completeness and the purpose of this Application, we have assessed the Phase 2 4C proposal on a site-wide basis against this standard.

throughout the development. New buildings which have the same activity status and standards as applies to the land use activity (H6.4.1(A3)) that the new building is designed to accommodate is a restricted discretionary activity pursuant to rule H6.4.1(A35).

- The proposal involves the dwelling at Lot 458 which will not comply with the HIRB standard. This is a restricted discretionary activity under H6.4.1(A35) and C1.9(2).
- The proposal involves a number of retaining walls which will be located within the front yard setback. This is a restricted discretionary activity under (H6.4.1(A35) and C1.9(2).
- The proposal involves core standard infringements (standards to be complied with), which requires consent as a restricted discretionary activity pursuant to rules H6.4.1(A3) and C1.9(2):
  - The proposal includes the construction of retaining walls within 1.5m from the road boundary and/or public boundary. Retaining walls within 1.5m of the road/public boundary are classed as buildings in Table J1.4.1. As such, retaining walls along various boundaries will not comply with the 1.5m front yard setback requirement. This requires consent as a restricted discretionary activity under standard H6.6.9(1) and C1.9(2). These are located as follows:
    - Superlot 4001 (all lots) 0.1m-1.1m high retaining wall to Dendro Ring Road and Karapapa Road.
    - Superlot 4002 (Lot 411) 0.1m-0.6m high retaining wall to Honohono Avenue.
    - Superlot 4003 (all lots) 0.1m-0.65m high retaining wall to Karapapa Road and Road 8002.
    - Superlot 4005 (Lot 434) 0.1m-1m high retaining wall to Road 8002.
    - Superlot 4006 (all lots) 0.1m to 1.4m high retaining wall to Road 8001, Road 8002 and Karapapa Road.
    - Superlot 4007 (Lot 452) 0.1m to 0.6m high retaining wall to Road 8002.
    - Superlot 4011 (Lot 475) 0.1m to 0.9m high retaining wall to Honohono Avenue and Road 8002.
    - Superlot 4012 (all lots) 0.1m to 1.4m high retaining wall to Karapapa Road and 0.1m to 1.7m to Road 8001.
    - Superlot 4014 (Lot 497) 0.1m- 1.1m high retaining wall Karapapa Road and Parish Drive.
    - Superlot 4015 (all lots) 0.1m to 1.5m high retaining wall to Public Accessway 4200; (Lot 512) 0.7m-1.3m to Honohono Avenue; and (Lot 506) 0.1m high retaining wall to Papakiri Road.
    - Superlot 4017 (all lots) 0.7m high retaining wall to Honohono Avenue.
    - Superlot 4018 (Lot 533) 0.1m-0.6m high retaining wall to Papakiri Road; (Lot 527) 0.9m-1.65m high retaining wall to Honohono Avenue; and (all lots) 1m to 1.7m high retaining wall to the existing Public Accessway.
    - Superlot 4019 (Lot 542) 0.3m high retaining wall to Papakiri Road.

- Superlot 4020 (all lots) 0.1m to 0.5m high retaining wall to Parish Drive and Papakiri Road; and (Lot 558) 0.5m-1.1m high retaining wall to Honohono Avenue.
- Superlot 4021 (all lots) 0.4m-1.1m high retaining wall to Honohono Avenue.
- Note: Retaining walls on Superlots 4008, 4009, 4010, 4013 and 4016 will be constructed as part of the Phase 1 works.

– The proposal involves a height to boundary infringement on Lot 458 (SL4007). The dwelling infringes the 3m+45° western HTB boundary plane by 226mm x 226mm over a length of 7.7m. This requires consent as a restricted discretionary activity under standard H6.6.6(1) and C1.9(2).

5.2.2 Subdivision Consent (s11)

5.2.2.1 E38 Subdivision – Urban

- The proposal involves the subdivision of a site within two zones (THAB and OSC). This requires consent as a restricted discretionary activity pursuant to rule E38.4.1(A7).
- The proposal involves subdivision of a split zoned site which does not follow the zone boundaries as required by standard E38.7.3.1(1). Subdivision not meeting the permitted, controlled or restricted discretionary activity standards of E38.7 require resource consent as a discretionary activity under rule E38.4.1(A13).
- The proposal involves subdivision in accordance with an approved land use resource consent in the THAB zone that complies with the standards at E38.8.2.1. This requires consent as a restricted discretionary activity under rule E38.4.2(A14).
- The proposal does not comply with Standard E38.8.1.2(1) and Table E38.8.1.2.1, as JOALs serving more than ten proposed rear sites are proposed, and the length of access exceeds the 100m maximum requirement for several JOALs within the development. All other standards in E38.8.1.2.1 Access to Rear Sites are met. Subdivision not meeting the standards in E38.8 Standards for Subdivision in Residential Zones is a discretionary activity under rule E38.4.2(A31).
- The proposal involves subdivision in accordance with an approved land use resource consent in the OSC zone that complies with the standards at E38.10.1.1. This requires consent as a restricted discretionary activity under rule E38.4.4(A40).

5.2.3 Non-Core Standards

Rule H6.4.1(A3) for four or more dwellings per site and H6.4.1(A32) accessory buildings requires compliance with several core standards – building height, height to boundary, alternative height to boundary and yard standards.

The proposal is not required to comply with the other standards within Chapter H6. However, H6.8.1(2) specifies that all other standards form part of the matters of discretion when assessing an application, and therefore specification of the compliance (or non-compliance) of the proposal in relation to these controls has been addressed in Section 7 of this report. These standards are:

- Standard H6.6.10: Maximum Impervious Area
- Standard H6.6.11: Building Coverage

- Standard H6.6.12: Landscaped Area
- Standard H6.6.13: Outlook Space
- Standard H6.6.14: Daylight
- Standard H6.6.15: Outdoor Living Space
- Standard H6.6.16: Front, Side and Rear Fences and Walls
- Standard H6.6.17: Minimum Dwelling Size

While not required as a technical reason for consent, the proposal does not meet the following non-core standards (refer to the Architectural Plans **Appendix 3B** and AUP(OP) Architectural Compliance Checklists **Appendix 3L** for detail):

On a superlot basis prior to subdivision:

- H6.6.10 Maximum 70% Impervious Area: Exceeded on superlots:
  - Superlot 4014 with 71.2% or 1060.4m^2 proposed (1.2% exceedance);
  - Superlot 4019 with 70.7% or 1,061.1m^2 proposed (0.7% exceedance); and
  - Superlot 4020 with 71.5% or 1,314.4m^2 proposed (1.5% exceedance).

On a lot-by-lot basis after the subdivision activity is complete:

- H6.6.9 Yards: The proposal involves stormwater tanks greater than 1m in height (1.5m height proposed) within the side yards of Superlots 4004 (Lots 434-441), 4007 (Lots 452-458), 4013 (Lots 491-496) and 4016 (Lots 513-519) post subdivision.
- H6.6.10 Maximum 70% Impervious Area: Exceeded post subdivision on superlots:
  - Superlot 4003 (Lots 422-426) with 73% / 118.2m^2 proposed (3% exceedance).
  - Superlot 4006 (Lots 443-445 and 448-450) with 73% / 118.2m^2 proposed (3% exceedance).
  - Superlot 4010 (Lots 468-473) with 74% / 106.6m^2 proposed (4% exceedance).
  - Superlot 4011 (Lots 476-478 and 481-483) with 71.9% / 118.7m^2 to 78.1% / 116.4m^2 proposed (1.9% - 8.1% exceedance).
  - Superlot 4012 (Lots 486-489) with 72.6% / 140.1m^2 to 73.2% / 141.2m^2 proposed (2.6% - 3.2% exceedance).
  - Superlot 4014 (Lots 498-504) with 77.7% / 115m^2 proposed (7.7% exceedance).
  - Superlot 4017 (Lots 521-525) with 75.5% / 117m^2 proposed (5.5% exceedance).
  - Superlot 4019 (Lots 535-541) with 78.2% / 115.7m^2 proposed (8.2% exceedance).
  - Superlot 4020 (Lots 559-562 and 565-567) with 78.4% / 116m^2 proposed (8.4% exceedance).
- H6.6.11 Maximum 50% Building Coverage: Exceeded post subdivision on superlots:
  - Superlot 4004 (Lots 429 and 430) with 51.8% / 79.2m^2 and 50.6%/78.9m^2 proposed (1.6% and 0.6% exceedance).
  - Superlot 4006 (Lots 443 and 450) with 50.2% / 81.3m^2 proposed (0.2% exceedance).

- Superlot 4008 (Lots 460 and 461) with 51.8% / 95.4m^2 proposed (1.8% exceedance).
- Superlot 4009 (Lots 464-465) with 51.8% / 95.4m^2 proposed (1.8% exceedance).
- Superlot 4010 (Lots 468-473) with 51.9% / 79.1m^2 proposed (1.9% exceedance).
- Superlot 4011 (Lots 478, 481 and 482) with 50.8% / 81.3m^2 to 54.6% / 81.3m^2 proposed (0.8% - 4.6% exceedance).
- Superlot 4012 (Lots 486-489) with 50.2% / 96.8m^2 proposed (0.2% exceedance).
- Superlot 4013 (Lots 492-495) with 50.2% / 96.8m^2 proposed (0.2% exceedance).
- Superlot 4014 (Lots 498-504) with 54.6% / 80.8m^2 and 54.9% / 81.3m^2 proposed (4.6% and 4.9% exceedance).
- Superlot 4017 (Lots 521-525) with 52.1% / 80.8m^2 proposed (2.1% exceedance).
- Superlot 4019 (Lots 535-541) with 54.6% / 80.8m^2 and 54.9% / 81.3m^2 proposed (4.6% - 4.9%% exceedance).
- Superlot 4020 (Lots 559-562 and 565-567) with 54.6% / 80.8m^2 proposed (4.6% exceedance).
- Superlot 4021 (Lots 544-547 and 550-552) with 58.4% / 43.2m^2 proposed (8.4% exceedance).

- H12.6.12 Minimum Landscaped Area: Exceeded post subdivision on Superlots 4010, 4012 and 4021 where greater than 25% of the landscaped area will be comprised of decks:
  - Superlot 4010 – 150.8m^2 or 26.6% is proposed, with an exceedance of 8.8m^2 or 1.6%.
  - Superlot 4012– 151.6m^2 or 27.2% is proposed, with an exceedance of 12.1m^2 or 2.2%.
  - Superlot 4021 – 218.4m^2 or 32.2% is proposed, with an exceedance of 48.8m^2 or 7.2%.
- H6.6.13 Outlook Space: Lots 543, 548, 549, and 553-557 on Superlot 4021 will not provide the required outlook space from the principal living area (area 0.48m x 0.14m on one side of each lot) due to the presence of the wing wall.
- H6.6.15(1) Outdoor Living Space: Lots 544-547 and 550-552 on Superlot 4021 will not provide the full 20m^2 minimum outdoor living space dimension with only 18.5m^2 proposed (1.5m^2 infringement) due to encroachment of the upper-level building overhang over the outdoor living space.
- H6.6.6.15(3) Outdoor Living Space: Lots 463-466 on Superlot 4009 are south facing. Only a 6m dimension is able to be achieved where 6.9m is required to be provided by the 2m + 0.9(h) calculation.
- H6.6.16 Fences and Walls: The proposal involves a combination of fences and walls which exceed the required front yard 1.4m (impermeable) / 1.8m (50% permeable), side and rear yard 2m maximum height requirements:
  - Superlot 4001: front yard (All lots) up to 2.8m high combined retaining wall and fence (1.4m infringement).
  - Superlot 4002: front yard (Lot 411) up to 1.8m high combined retaining wall and fence (0.4m infringement).

- Superlot 4003: front yard (Lot 427) up to 2.5m high combined retaining wall and fence (1.1m infringement); front yard (All lots) up to 1.6m high combined retaining wall and fence (0.2m infringement).
- Superlot 4005: rear yard (All lots) up to 2.8m high combined retaining wall and fence (0.8m infringement); and side yard (Lots 434 and 441) up to 2.8m high combined retaining wall and fence (0.8m infringement).
- Superlot 4006: front yard (Lot 442) up to 2.8m high combined retaining wall and fence (1.4m infringement); front yard (Lot 451) up to 3.2m high combined retaining wall and fence (1.8m infringement).
- Superlot 4007: front yard (all lots) up to 1.8m high solid wall (0.4m infringement); rear yard (all lots) up to 2.7m high combined retaining wall and fence (0.7m infringement); and side yard (Lot 452) up to 2.4m high combined retaining wall and fence (0.4m infringement).
- Superlot 4008: front yard (Lot 459) up to 2.2m high combined retaining wall and fence (1.2m infringement); and side yard (Lots 459-461) up to 3.7m high combined retaining wall and fence (1.7m infringement).
- Superlot 4009: front yard (Lot 466) up to 2.45m high combined retaining wall and fence (1.05m infringement).
- Superlot 4010: front yard (all lots) up to 1.8m high solid fence (0.4m infringement); side yard (Lot 467) up to 3.4m high combined retaining wall and fence (1.4m infringement).
- Superlot 4011: front yard (Lot 475) up to 2.7m high combined retaining wall and fence (1.3m infringement).
- Superlot 4012: front yard (all lots) up to 2m high combined retaining wall and fence (0.6m infringement); front yard (Lot 485) up to 2.85m high combined retaining wall and fence (1.45m infringement); side yard (Lot 490) up to 2.6m high combined retaining wall and fence (0.6m infringement).
- Superlot 4013: front yard (all lots) up to 2.9m high combined retaining wall and fence (infringement 1.5m); rear yard (all lots) up to 2.5m high combined retaining wall and fence (infringement 0.5m).
- Superlot 4014: front yard (Lots 497 and 505) up to 2.9m high combined retaining wall and fence (infringement 1.5m).
- Superlot 4015: front yard (Lot 506) up to 2.2m high combined retaining wall and fence (0.8m infringement); front yard (all lots) up to 2.6m high combined retaining wall and fence (1.2m infringement); front yard (Lot 512) up to 3m high combined retaining wall and fence (1.6m infringement).
- Superlot 4016: front yard (all lots) up to 1.8m high solid fence (0.4m infringement); rear yard (all lots) up to 2.9m high combined retaining wall and fence (0.9m infringement).
- Superlot 4017: front yard (all lots) up to 1.8m high combined retaining wall and fence (0.4m infringement); side yard (Lot 520) up to 3m high combined retaining wall and

fence (1m infringement); side yard (Lot 526) up to 2.3m high combined retaining wall and fence (0.3m infringement).

- Superlot 4018: front yard (Lot 527) up to 2.85m high combined retaining wall and fence (1.45m infringement); front yard (all lots) up to 2.62m high combined retaining wall and fence (1.22m infringement); front yard (Lot 533) up to 1.8m high combined retaining wall and fence (0.4m infringement).
- Superlot 4019: side yard (Lot 543) up to 2.1m high combined retaining wall and fence (0.1m infringement).
- Superlot 4020: front yard (all lots) up to 1.6m high combined retaining wall and fence (0.2m infringement); front yard (Lot 558) up to 2.9m high combined retaining wall and fence (1.5m infringement).
- Superlot 4021: front yard (all lots) up to 2.3m high combined retaining wall and fence (0.9m infringement); and side yard (Lot 543 and 553) up to 2.2m high combined retaining wall and fence (infringement 0.2m).

The proposed development achieves compliance with all other THAB standards.

5.2.4 Plan Change 79

The Proposed Plan Change 79 Decision Version (PC79 DV) was notified on 9 August 2024. This replaces the Proposed Plan 79 notified version. PC79 DV has been appealed to the Environment Court in its entirety, however the provisions of the Plan Change have legal effect. Resource consent is required under PC79 DV for the following reason:

5.2.4.1 E27 Transport

- Parking, loading, access and electric vehicle supply equipment, which is an accessory activity, but which does not comply with the standards for parking, loading, access and electric vehicle supply equipment is a restricted discretionary activity under rule E27.4.1(A2) as follows:
  - Standard E27.6.2(6) – Table E27.6.2.5(T81) bicycle parking rate for residential developments, requires a minimum 1 space per 20 dwellings for visitor (short-stay). A total of 8 visitor bicycle parking spaces are required on a site-wide basis for the whole of site development. The proposal does not provide any visitor bicycle parking spaces and does not comply with the above standard[25].
  - Standard E27.6.2.7 – Table E27.6.2.7A (T111B) has a minimum small loading space requirement of 1 space for developments with greater than 9 dwellings up to 5,000m^2 GFA without individual pedestrian access from a public road. Superlots 4004, 4009, 4008, 4015, 4018 and 4021 have dwellings without individual access to a public road. The proposal does not provide any dedicated small loading spaces, and therefore does not comply with the above standard.
  - Standard E27.6.3.2(A)(2) requires accessible parking where car parking is provided in the THAB zone. Under Standard E27.6.3.2(A)(3) and (4) the proposal must provide not less than 8 accessible parking spaces on a site wide basis in accordance with Table 2.

[25] Technically, when assessed on an individual superlot basis, this standard does not apply. However, for completeness and the purpose of this Application, we have assessed the Phase 2 Stage 4C proposal on a site-wide basis against this standard.

The proposal does not provide any accessible parking spaces and does not comply with the above standards.

- Standard E27.6.6(1)(f) requires primary pedestrian access to be provided for direct and continuous access to dwellings from a public footpath. In the case of Superlot 4018 (Lots 527 – 532) the footpath will be provided on the opposite side of the JOAL 4112 without direct access to the units. Therefore the proposal does not comply with the above standard.
- Standard E27.6.6(5) requires a 1.4m wide footpath for the minimum formed primary pedestrian access where adjacent to a vehicle access in accordance with Table E27.6.6.1(T156B). The primary pedestrian access for Superlots 4004, 4009, 4008, 4015, 4018 and 4021 is provided via the JOAL. While the proposal will provide a 1.5m wide footpaths within JOALs, a mountable kerb is proposed which does not achieve the vertical separation shown in figure E27.6.4.3.1. The proposal does not comply with this standard.

- The proposal involves new dwellings and subdivision generating over 100 dwellings and/or lots under Table E27.6.1.1(T1) and (T3B). This is a restricted discretionary activity under E27.4.1(A3).

5.2.4.2 E38 Subdivision – Urban

- The proposed subdivision does not comply with Standard E38.8.1.2(1) & (4) and Table E38.8.1.2.1, as amended under PC79 Decision Version, as the JOALs serve more than ten proposed rear sites, the length of access exceeds the 100m maximum requirement, the minimum legal width is in certain places less than 6.9m minimum. This is a discretionary activity under rule E38.4.2(A31).

5.2.5 Associated Permitted Activities

The following relevant activities are associated with Phase 2 of the proposal and fall within the permitted activity status of the AUP(OP):

E11 District Earthworks

- The proposal involves approximately 120m^3 to 210m^3 of earthworks across 8 sub-stages (Superlots 4003, 4005, 4007 – 4011, and 4017) which is within the less than 250m^3 threshold. This is a permitted activity pursuant to rule 12.4.1(A7).

E24 Lighting

- The proposed lighting plans and design comply with the standards at E24.6.1and achieve permitted activity status in accordance with E24.4.1(A1).

E25 Noise & Vibration

- All building and construction work undertaken for the comprehensive residential development of the residential buildings will be able to comply with the respective noise and vibration standards at E25.6.27 and E27.6.30.

E27 Transport

- PC79 E27.6.3.7 (1) requires that lighting is required where there are 10 or more parking spaces which are likely to be used during the hours of darkness. The parking and manoeuvring

areas and associated pedestrian routes must be adequately lit during use in a manner that complies with the rules in Section E24 Lighting. The proposed lighting plans and design confirm compliance with E24 Lighting. Therefore, the proposal complies with this standard.

H6 THAB Zone

- H6.5.1(A32) The proposal involves retaining walls under 1m in height (and outside the 1.5m road and public boundary setback) and storage sheds 1.3m in height that are accessory buildings and provided for as permitted activities.

H7 Open Space Zones

- The split zoning has been addressed as part of the existing blanket consents already in place by way of approved Stage 4C-1 consents. Blanket consents have been applied to enable residential activities in the OSC zone and adopt the standards of the THAB zone to those parts of the sites that have OSC zoning. Therefore, the application does not trigger any activities or standards relating to the OSC zone as part of the Phase 2 work stage.

I544 Wainui Precinct

- Blanket district land use consents are in place by way of approved Stage 4C-1 consents. This provides for subdivision, construction of new buildings and development on the Site in general accordance with rule I544.4.1(A2) in the Wainui Precinct of the AUP:OP. Therefore, the proposal does not trigger any consent matters in relation to these standards.

E36 Natural Hazards

- As discussed above in the Section 5.1.5, all flooding hazards across the Site have been resolved and a flood plain no longer exists on the Site. Therefore, the proposal does not trigger any consent matters in relation to these standards.

E27 Transport

- The Traffic Assessment Report (**Appendix 3H**) provides a full summary of the various standards that the proposal complies with under E27 Transport.

5.3 Overall Activity Status

Overall, the proposal requires assessment as **a non-complying activity.**

6.0 Assessment of Effects

This section of the report is provided in accordance with clauses 6 and 7 of Schedule 5 of the FTAA.

These provisions require an assessment of the actual or potential effects on the environment. Clause 6 sets out the information required in the assessment of environmental effects and this is included throughout this volume of the application as well as the Overview Report in Volume 1.

Clause 7 of Schedule 5 of the FTAA outlines the matters to be covered in the assessment of environmental effects. This includes:

- any effect on the people in the neighbourhood and, if relevant, the wider community, including any social, economic, or cultural effects:
- any physical effect on the locality, including landscape and visual effects:
- any effect on ecosystems, including effects on plants or animals and physical disturbance of habitats in the vicinity:
- any effect on natural and physical resources that have aesthetic, recreational, scientific, historical, spiritual, or cultural value, or other special value, for present or future generations:
- any discharge of contaminants into the environment and options for the treatment and disposal of contaminants:
- any unreasonable emission of noise:
- any risk to the neighbourhood, the wider community, or the environment through natural hazards or hazardous installations.

These matters are addressed in this section of the report below.

The existing environment, in particular the existing land uses and allotment areas of the Site, as well as sites in the surrounding environment, are a relevant consideration to the proposal and is set out in Section 3 of this report.

The activities which are permitted on the Site under the AUP(OP) are identified within Section 5 of this report.

An assessment of all actual and potential effects on people and the environment is set out below, as well as within the supporting specialist reports within the Appendices. It is considered that effects in relation to the following matters are relevant:

- Positive effects;
- Siteworks activities;
- Subdivision design and layout;
- Traffic, roading, access and parking;
- Pedestrian accessibility;
- Visual landscape effects
- Urban design;
- Waste management;

- Servicing and infrastructure;
- Stormwater and water quality;
- Flood hazard effects;
- Ecological effects; and
- Mana whenua values.

These matters are set out and discussed below.

6.1 Positive Effects

The development accords with the purpose of the FTAA to facilitate the delivery of infrastructure and development projects with significant regional or national benefits. The development will result in significant public benefit through the creation of a significant number of housing allotments, with the delivery of the allotments being accelerated through the FTAA process in comparison to a 'conventional' consenting process. Furthermore, the proposal is considered to result in additional positive effects, including:

- The proposed subdivision is an efficient use of land, where 21 superlots providing for 168 dwellings on THAB zoned land will contribute to meeting housing demand by providing housing stock on land that is intended for increased urban density;
- A range of housing typologies are proposed to provide housing choice, including higher density housing within the central part of Milldale. This will contribute houses to the residential market to meet local and regional housing demand in Auckland;
- The delivery of the remainder of Stage 4C will complete subdivision and development of this part of Milldale and will positively contribute to the vitality, vibrancy and character of residential living in the heart of Milldale;
- A supporting roading and accessway network in general accordance with the Wainui Precinct Plan will be created to tie in with the existing roading and active mode infrastructure and provide a logical and connected network for all mode users. The proposal will complete the road network in this location of Milldale;
- The Site is well located adjacent to the proposed local centre development and nearby reserves and active mode networks. The proposed roads and accessway complete the road network through Stage 4C and positively contribute to the function of Honohono Avenue as a key street within the wider development;
- Onsite parking is provided for each unit, along with secure storage for bike parking, and safe pedestrian access to the road network. All units are able to be serviced by the public waste management network and bin storage is provided on each lot. These features ensure that future residents are able to address their functional needs.
- The high quality architectural design proposed for each of the superlots will contribute positively to the streetscape with complementary landscaping, street articulation and construction materials in keeping with the Milldale Design Guidelines. This will positively contribute to the urban character within the Site and in the surrounding neighbourhood;

- The proposal ensures that good onsite amenity is achieved for each of the proposed dwellings / lots to enable future residents' enjoyment, use and privacy of their properties, while ensuring a suitable level of amenity is provided for their neighbours and wider public. This includes access to well-located and sized outdoor living spaces, outlook space from all rooms, and orientation designed to maximise solar gain;
- A well designed and attractive streetscape is proposed to tie in with the existing network of roads and pedestrian networks of Milldale. Streetscape landscaping will contribute to attractive public spaces that complement the proposed urban character of the superlot development;
- The use of a network of JOALs consolidate vehicle crossings on the public street frontage and encourage rear loading of units and achieve an attractive and pedestrian focused streetscape;
- Consolidating the private lot stormwater detention within the common JOAL underground tanks has removed the need to provide individual stormwater tanks on each lot. This has freed up areas for outdoor living space, is a more efficient construction method, and reduced construction costs for future build partners contributing to more affordable housing;
- Raingardens provide water quality treatment, contribute to streetscape amenity and provide habitat;
- The proposed earthworks will provide suitable and stable ground contour and building platforms to support efficient and functional residential development; and
- The development will contribute to the local economy through the creation of employment opportunities associated with the construction industry and the associated flow on economic benefits for the immediate area and Auckland region such as supply chains, trades and associated industries.

Overall, this application enables and facilities one of the largest housing projects in New Zealand. Therefore, the positive effects of contributing additional housing stock within Auckland's urban limits are significant. The proposal will deliver environmental, social and economic benefits for the future residents of the development and wider community. The proposal will implement the vision and form of development required by the Wainui Precinct Plan and Milldale Masterplan by contributing residential intensification, vibrancy and vitality in the heart of Milldale.

6.2 Siteworks Activities

The siteworks assessment below should be read in conjunction with the findings of the Infrastructure Report (**Appendix 3F**), GAR (**Appendix 3G**), Civil Drawings (**Appendix 3C**) and Construction Noise & Vibration Report (**Appendix 3I**).

6.2.1 Sediment and Erosion Control

The proposed area and volume of earthworks will increase the potential for the generation and discharge of elevated levels of sediment. If not managed, sediments may discharge into adjacent properties and waterbodies, which can ultimately adversely affect local water quality.

There are two phases of earthworks proposed for the project:

- Phase 1 which involves the bulk earthworks required to deliver the subdivision and civil works across the entire Site 5.1ha area in four distinct stages.

- Phase 2 which involves the comprehensive residential development earthworks required for each of the 21 independent superlots once the underlying Phase 1 bulk earthworks are complete.

With respect to the bulk earthworks phase to be delivered by Phase 1, to avoid and mitigate these potential adverse effects, a number of erosion and sediment control measures will be implemented prior to earthworks commencing and will be in place for the duration of the earthworks and controlled by conditions of consent[26] until the Site is stabilised. The proposed erosion and sediment control measures are detailed in the ESCPs in **Appendix 3C**, designed in accordance with the GD05. Works will be undertaken in accordance with the methodologies detailed in the Infrastructure Report and includes staged work areas, chemical treatment, stabilisation, decanting earth bunds, and super silt / silt fences. This will ensure that sediment is contained within the siteworks area, without discharging into the adjoining waterbodies (Waterloo Creek). Pre commencement works meetings will occur at the start of each stage and a Team Approach will be employed in line with work already occurring in Milldale.

For the Phase 2 comprehensive residential development works, individual site erosion and sediment control plans have been prepared (**Appendix 3C**) for each superlot and will enforced by conditions of consent[27]. These will be provided at the pre commencement works meeting and will be utilised by each build partner and their contractor throughout the works phase. No chemical treatment management is required for the Phase 2 works given the limited site sizes and given the Site is not located in the sediment control protection area. Further, the land will have been largely modified as part of the Phase 1 bulk earthworks stages, including the establishment of any substantial retaining walls and grading / levels. Therefore, the quantum of earthworks required to complete the groundworks for each superlot development is relatively limited in scale.

Overall, subject to ensuring that the proposed erosion and sediment control measures are implemented and in place for the duration of the earthworks period, potential discharges of sediments on the immediately surrounding area, to waterbodies and potential effects to water quality will be less than minor.

6.2.2 Stability

The Site has been assessed for its suitability by CMW (**Appendix 3G**). The GAR confirms that the subdivision layout and geotechnical nature of the Site is suitable for the proposed earthworks and future residential development. The analysis undertaken by CMW has confirmed that the 'factor of safety' for the Site is acceptable with minimal stability works required and confined to the lower parts of the Site. Recommended conditions of consent require that all earthworks are to be undertaken in accordance with the recommendations for the GAR any subsequent analysis reporting, or instructions provided by the geotechnical engineer[28]. Further, a geotechnical and subsoil drainage covenant[29] will be placed on the lots that have retaining walls on them throughout the development.

[26] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.1, Siteworks Pre Construction Conditions and Siteworks During Construction Conditions
[27] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.4, Siteworks Pre Construction Conditions and Siteworks During Construction Conditions
[28] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Sections 3.1 and 3.4, Siteworks During Construction Conditions
[29] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Sections 3.2 Covenants

A full GCR will be prepared at the completion of each stage of earthworks as required by recommended conditions of consent[30]. This will be submitted to Council confirming the suitability of the lots for proposed residential development on the Site. A consent notice[31] is proposed to ensure that all future residential development on the proposed lots will be undertaken in accordance with the recommendations of the GCR.

It is considered that any adverse effects associated with the proposed earthworks, subdivision of the Site and subsequent dwelling construction will be less than minor.

6.2.3 Construction Noise and Vibration

The proposal will result in temporary construction effects for the duration of the proposed Phase 1 and Phase 2 siteworks, including traffic, noise, vibration, sediment and dust effects. The proposed construction works are an unavoidable precursor to the provision of the additional residential dwellings sought under the AUP(OP). Conditions of consent are proposed to mitigate and reduce the potential for any adverse construction noise, construction traffic noise, and vibration effects during the construction phase[32].

The perceptibility of noise and vibration generating activities will vary throughout construction and will depend on the activities taking place, and the proximity to nearby receivers. As confirmed by the investigations undertaken by Styles Group in **Appendix 3I**, most construction activities will comply with the maximum AUP(OP) construction noise and vibration standards. All practicable measures will be put into place to reduce and manage the potential sources of noise and vibration during earthmoving period. A proposed condition of consent will limit work hours and noise generation to permitted standard[33] to mitigate any potential adverse noise effects to neighbouring properties.

Styles Group (**Appendix 3I**) have identified one source of increased noise over and above permitted levels during the project and that is the construction of the accessway 4200 during the Phase 1 works (Stage 4C-4) adjacent to neighbouring Superlot 5701. Given the close location of the future residential buildings on this Site, Styles Group have recommended specified construction noise limits for works associated with the construction of the public accessway. This has been included as a condition of consent[34]. Styles Group have recommended that these noise limits can be achieved through the erection of an acoustic barrier along the common boundary whilst the accessway works are completed over a one to two week period in order to mitigate potential construction noise effects.

In regard to potential structural damage, Styles Group have confirmed in **Appendix 3I** that in accordance with DIN 4150-3, the long term vibration limit on structures is 5mm/s PPV. As no works are expected to be close to this limit no adverse vibration effects will arise from the project works.

In terms of heavy vehicle traffic, it is noted that earthworks will be contained within the Site and existing vehicle corridors. As is typical with a development of this scale, the provision of a

[30] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Sections 3.1 and 3.4, Siteworks During Construction Conditions
[31] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.2 Consent Notices
[32] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Sections 3.1 and 3.4, Siteworks Pre Construction Conditions and Siteworks During Construction Conditions
[33] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Sections 3.1 and 3.4, Siteworks During Construction Conditions
[34] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.1, Siteworks During Construction Conditions

Construction Management Plan (**CMP**) is proposed as a consent condition[35] to ensure construction activities, and any traffic effects are appropriately managed. Construction vehicle movements are expected to be typical of a standard construction site and low in comparison with the ultimate traffic generation for the Site. Vehicle movements will be limited to the transportation of machinery and equipment to and from the Site and the importation of construction materials and vehicles associated with site staff, inspectors and consultants.

Given the proposed site management and mitigation measures, the temporary duration of construction activities at any one location, in addition to the separation distances from adjoining residential receivers, any adverse noise effects will be temporary and less than minor, and there will be no adverse vibration effects.

6.2.4 Siteworks Summary

Overall, the potential adverse construction related effects will be less than minor and temporary in nature. Practicable measures consistent with the existing wider Milldale construction practices will be implemented to minimise effects relating to sediment and erosion control, site stability, traffic, noise, and vibration and consent conditions will apply throughout both phases of work.

6.3 Subdivision Design and Layout

6.3.1 Phase 1 Civil Works & Subdivision

The initial Phase 1 of the development will be a subdivision of three balance parcels created under Subdivision Stage 4C-1 (BUN60419151) to create 21 superlots, one balance lot, 13 JOALs, three roads to vest, and one public accessway to vest. It is proposed to deliver the subdivision in 4 stages (4C-2 to 4C-5) over a period of 5 years. The proposed Scheme Plans (**Appendix 3D**) set out the subdivision details and should be read in conjunction with the assessment below:

- The proposed subdivision will unlock the balance of Stage 4C to enable the delivery of 21 superlots and a completed roading and pedestrian network within the heart of Milldale.
- The block pattern, roading and pedestrian layout is in general accordance with the Wainui Precinct Plan and Milldale Masterplan, and the underlying THAB zoning. This will deliver a development that is in keeping with the pattern of development, amenity values, and character of the surrounding built and planned Milldale environment;
- While the subdivision does not follow the split OSC and THAB zone boundary, given that the split zoning relates to a misalignment of the Honohono Avenue road alignment with the underlying OSC zoning this is considered to be an anomaly. Further, blanket consents have been approved to apply the THAB provisions to the OSC zoned areas of the Site. Therefore, the proposed zone boundary subdivision is a practical necessity and will not give rise to any adverse effects;
- A rational staging approach is proposed in accordance with a sound construction and project delivery strategy. The project will be delivered in four stages. Sequencing can occur in any order, other than Stage 4C-2 must occur prior to Stage 4C-3 given that it unlocks Road 8002 and servicing infrastructure for the later stage;

35 Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Sections 3.1 and 3.4, Siteworks Pre Construction Conditions

- The subdivision will create 21 vacant superlots identified as Superlots 4001 to 4021 varying in size from 896m^2 to 2,300m^2. Adequate lot dimensions, shape factor and frontage onto public streets and/or JOALs are proposed. The superlots will provide larger land parcels that can then be developed for comprehensive residential development typologies as part of the proposed Phase 2 works. This will facilitate a higher intensity of residential development within central Milldale in accordance with the underlying THAB zone policy framework;
- While three of the 21 superlots do not meet the 1,200m^2 minimum site size requirement, collectively, the superlots across the subdivision will achieve an average 1,500m^2 site size. Further, as demonstrated in the Phase 2 works, given the superlot dimensions, contextual layout and orientation, these will be able to facilitate multiunit housing with both four and six terraced housing typologies proposed for these smaller superlots;
- 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. The proposed balance lot dimensions, sizing and access to road frontage will readily facilitate further intensive housing development in the future adjacent to the Milldale local centre;
- A total of 13 JOALs (4101 – 4105 and 4107-4114 inclusive) will be created as part of the Phase 1 works. The JOALs will provide legal access to the superlots to enable rear site access, particularly where direct public road frontage (for vehicles) is less desirable. The JOALs will be an adequate width and dimension to provide for dual carriageway and a pedestrian footpath access. JOALs are linear routes and provide for connectivity within the internal block structures;
- The roads will be vested in Auckland Council[36]. The roads are an extension of existing constructed roads. The layout has been determined by the Milldale Masterplan and the proposed roads will tie into the existing Karapapa Road, Parish Drive and Honohono Avenue roads;
- The proposal involves the establishment of one public accessway to vest in Auckland Council[37] through Stage 4C-4, identified as Lot 4200. The accessway has been located in accordance with the Milldale Masterplan to link Papakiri Road with Honohono Avenue. It is a logical location and will bisect the western Stage 4C block to provide access to key amenities within the Milldale residential development, particularly the shared path on Honohono Avenue;
- The subdivision will provide for all public infrastructure and services, including the public stormwater, wastewater, water, telecommunications and electricity network to service the future superlots. Stormwater and wastewater lot connections will be provided for each superlot. The JOAL tanks will also provide for private stormwater detention from all superlots (except Superlots 4005, 4007, 4013 and 4016). Easements for boundary maintenance, parking, infrastructure and services will be provided where necessary;
- A private land covenant[38] will be entered into by all lots with JOALs to address common ownership of stormwater management devices, vehicle access and landscaping (on some JOALs) and ensure long term operation and maintenance responsibilities; and

[36] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Sections 3.2, s223 Conditions
[37] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Sections 3.2, s223 Conditions
[38] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Sections 3.2, Stormwater Management Devices

- Land covenants are proposed to address future ownership and maintenance of retaining walls and/or boundaries[39] across all lots, and to maintain a clear overland flow path through the rear of Superlot 4007[40].

Overall, it is considered that proposed Phase 1 will deliver a subdivision layout and design that is consistent with the existing and planned development proposed by the Milldale Masterplan and Wainui Precinct Plan. The superlots and associated JOALs will provide the basis from which to deliver future multiunit housing proposed by the Phase 2 works and envisioned by the THAB zoning. This will facilitate a higher intensity of residential development within central Milldale and achieve an appropriate urban character. The proposed new roads and accessway will complete the roading network within Stage 4 and provide suitable connectivity both within and to the surrounding neighbourhood. The proposed Phase 1 subdivision design and layout will result in less than minor effects on the pattern of subdivision in Milldale.

6.3.2 Phase 2 Comprehensive Residential Development

The intended built form and pattern of subdivision for superlots is to enable multi-unit development to occur and be further subdivided to create individual fee simple titles for each dwelling constructed. This application seeks to facilitate this outcome through undertaking a subdivision around an approved land use which in this case involves 168 dwellings proposed across the 21 individual superlots. The proposed Scheme Plans (Appendix 3D) set out the subdivision details and should be read in conjunction with the assessment below:

- The proposed subdivision aligns with the proposed land use layout to create additional free-hold lots around residential dwellings;
- A logical lot layout is proposed with lots fronting the road and/or the internal JOALs and with sensible and practical dimensions;
- The proposal has been appropriately designed to be in keeping with the pattern of development, amenity values, and character of the surrounding built and planned Milldale environment;
- The design, layout and intensity of the proposal are appropriate and in keeping with existing development in the area and what is anticipated within the zone and the precinct. This includes the recently consented development on Stage 4C-1;
- Appropriate onsite amenity will be achieved for each of the individual lots created by the subdivision to enable future owners to practically use their sites for residential purposes, including outdoor living, solar gain, and appropriately sized dwelling units;
- Any adverse effects on the built character or residential amenity from the various building coverage, impervious area, outlook space, outdoor living space and yard non-compliances post-subdivision will be acceptable and less than minor;
- All lots will be adequately serviced by individual infrastructure service connections, and appropriate easements are proposed;

[39] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Sections 3.2, Covenants
[40] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Sections 3.2, Covenants

- All lots will have at least two parking spaces provided on their individual lot, with the exception of Superlot 4021. All lots within Superlot 4021 will be allocated at least a single carpark within JOAL 4150 by way of easement;
- Party wall easements and amalgamation conditions[41] are proposed;
- A private land covenant[42] will carry through to all lots from the Phase 1 subdivision to address common ownership of stormwater management devices, vehicle access and landscaping (on some JOALs) and ensure long term operation and maintenance responsibilities. An additional land covenant[43] will also be established for the stormwater management devices established for JOAL 4150 as part of the Phase 2 subdivision;
- Geotechnical and subsoil drainage covenants[44] will be in place to ensure that shared boundary interests are legally addressed for the future;
- While several rear sites are proposed, these are readily accessible via a network of well designed, dual carriageway private JOALs. These will have footpaths, lighting and will act as secondary lanes to service the development;
- While the subdivision does not follow the split OSC and THAB zone boundary, the intention of the approved blanket consents is to apply the THAB provisions to the Site, given that the split zoning relates to a misalignment of the Honohono Avenue road alignment with the underlying OSC zoning. The proposal will meet the intention of the approved consents and pattern of subdivision enabled by the THAB zone and the wider pattern of subdivision in the Milldale area; and
- As the subdivision is proposed around a proposed land use application, the subdivision activity does not involve further physical works and will not result in additional adverse effects beyond that considered under the land use consent.

Lastly, the intention of this application is to enable 224c certificates to be issued individually for each superlot so that development on each superlot site can occur independently of another superlot. This is to reflect the delivery of this phase of the project by independent build partners. Each superlot will have a sub-stage boundary and legal road access to enable this to be achieved. The proposed conditions have been structured to achieve this outcome.

Overall, it is considered that the proposed Phase 2 subdivision is of a form, scale and design that supports high-quality residential and streetscape amenity consistent with the neighbourhood's existing and planned residential character and pattern of development. The proposal will not appear as over developed and responds to the expectations of the approved superlot, THAB zoning, Wainui Precinct provisions, and location within a key part of Milldale. The proposal will result in no adverse effects on the pattern of subdivision in Milldale.

6.4 Traffic, Roading, Access and Parking

The proposal involves the development of three new roads, 13 JOALs, and a public accessway to support the establishment of 168 dwellings across 21 superlots within Stage 4C. The roads,

[41] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.5, Survey Plan Approval s223 conditions applicable to each independent superlot
[42] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.2, Covenants
[43] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.5, Covenants
[44] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.2 Covenants

accessway and JOALs will be created and formed as part of the Phase 1 civil works and subdivision. Following the completion of Phase 1, the comprehensive development of the superlots will occur involving onsite vehicle parking, bicycle parking, vehicle crossings, and pedestrian access. Whilst a largely compliant development in terms of the AUP(OP) standards, the following sections address the potential effects of the proposal both in terms of onsite implications and effects on the wider area. This assessment should be read in conjunction with the findings of the Traffic Assessment Report (**Appendix 3H**) prepared by Stantec.

6.4.1 Trip Generation

The proposed subdivision and development has potential to result in adverse road safety and efficiency effects as a result of the increase in residential density, traffic generation, and flow through the new roading network.

A full assessment of traffic generation effects has been undertaken by Stantec (**Appendix 3H**). This has included an assessment of both existing and proposed intersections level of service. Traffic modelling undertaken by Stantec has confirmed that all existing / approved intersections on the perimeter of the Site will continue to operate well during both morning, and evening peak hours. The additional vehicle trips as a result of the subdivision are considered to be within the anticipated traffic volumes for the wider Milldale development, and the Site has a number of different access points to the wider transport network. As such, the increase in vehicle trips will be dispersed and distributed throughout the network without adversely affecting the capacity of surrounding intersections. Therefore, any potential adverse effects resulting from additional trip generation from the development will be less than minor.

6.4.2 Roading

The Stantec Traffic report (**Appendix 3H**) confirms that the proposed roading hierarchy, layout, intersections, and cross sections meet the minimum Auckland Transport Code of Practice requirements and are consistent with the design of other areas within the Milldale Precinct. The alignment and grade of the new roads and intersections meet the Austroads sight distance requirements, thereby reducing the potential for adverse road safety effects.

The proposal involves both the creation of new intersections and roads that will connect into intersection heads created and approved by the Stage 4C-1 consent. The proposed roading layout and typologies have been designed in general accordance with the Wainui Precinct Plan. There is no viable alternative location or hierarchy for the proposed roads and pedestrian links, given that they tie into the existing / approved roads on the perimeter of the Site (including the intersection heads within Honohono Avenue). As detailed above, the proposed roads and pathways will sufficiently integrate with existing and future development in the Milldale area. The Stantec report confirms that the proposed roads will provide a good level of connectivity to the surrounding road network, through the extension of existing roads in adjoining stages.

All of the intersections within the Site will be priority controlled. As the roads will be local roads and in a slow speed environment, the priority controls are considered appropriate and capable of catering for the anticipated traffic flows.

All new roads will have footpaths on both sides of the road to support a well-functioning, safe and efficient urban environment. The proposal will increase the active mode network through the Milldale development and will connect to key amenity areas, including the local centre to the north and Waterloo Reserve to the south.

The proposed roading will provide a high level of safety, access, permeability, and efficiency for all travel modes and will result in significant positive effects by completing this section of the roading network with any adverse effects being less than minor.

6.4.3 JOALs

A connected network of JOALs is proposed to assist in servicing the superlots with rear loading, consolidate the number of vehicle crossings to the street, and reinforce key urban design outcomes through a strong urban edge with direct pedestrian access to dwellings.

All JOALs have been designed to standard width with both 7m and 9m dimensions incorporating dual carriageways (5.5m and 5.7m), footpaths (1.5m), and in the case of the 9m JOAL, landscaping. The JOALs are largely linear in design and provide for through movement, with the exception of JOALs 4105, 4112 and 4114 which have an in/out function only due to a vehicle access restriction and site levels constraints. Lighting is proposed on all JOALs as shown on the Civil Drawings (**Appendix 3C**) and in accordance with the lighting specifications provided by Ibex (**Appendix 3M**).

The JOAL network will essentially act as a series of urban lanes that connect to the wider street network. Despite most of the lots having direct road frontage, given that this network of JOALs will serve as the primary vehicle access for the majority of the lots, the rear site rule will be triggered and result in a technical infringement. However, given the design, dual carriageway width, siting and function of this JOAL network, it is considered that the JOALs will provide for safe and efficient movements to and from each lot.

6.4.4 Vehicle Crossings

The development will be principally serviced by JOALs, which will consolidate vehicle access to the street frontage throughout the development. This will enable most of the development to be rear loaded with each individual lot's parking accessed directly off the JOALs. All JOALs will have a vehicle crossing either 5.5m or 5.7m in width and sited safely away from intersections meeting the required standards of the AUP(OP).

Four of the superlots (Superlots 4005, 4007, 4013 and 4016) will have front loading vehicle access. In these cases, rear loading has not been attainable due to either space constraints (in the case of Superlot 4005) or level and building platform challenges (Superlots 4007, 4013 and 4016). Where possible these driveways will be paired and have a maximum combined vehicle crossing width of 6m.

In the case of lot 491 (Superlot 4013), the driveway crossing will be located within 10m of the intersection of proposed new roads 8000 and 8001. This driveway will be paired with the driveway of lot 492 and have a width of 6m. The function and safety of the driveway in this location has been assessed by Stantec and deemed appropriate. Mitigation will be provided in the form of low fencing and planting as it wraps around the corner of the lot to provide sufficient sight distance to users of this driveway.

In summary, the proposed vehicle crossings will facilitate safe manoeuvring into and out of driveways and JOALs.

6.4.5 Parking

All of the lots (with the exception of Superlot 4021) will contain a minimum of one external and one internal parking space and will meet the minimum sizing, tracking curve and manoeuvring

requirements under the AUP(OP). This includes stacked internal garage parking arrangements (Superlots 4001, 4002, 4004, 4015) and external garages on Superlot 4012.

Superlot 4021 will provide for separated at grade parking within JOAL 4150 established as part of the comprehensive residential development. A single parking space will be provided for each lot created as part of that development. These parking spaces will meet all AUP(OP) standards.

Parking will also be provided within the JOAL environments of JOAL 4102 and 4105. These will provide additional parking options for the owners of the JOAL. These spaces are accessible via connecting JOAL footpaths and meet all AUP(OP) standards.

Accessible parking is not proposed within the development. The proposal involves the creation of individual fee simple title arrangements where, with the exception of Superlot 4021, parking is provided within the individual lot boundary of each dwelling. It is anticipated that visitors to the development will park kerbside, or within the driveway parking space of the dwelling that they are visiting as these meet accessible parking design standards.

In terms of kerbside parking, this has been provided in accordance with ATCOP standards. There is limited scope for kerbside parking within the development as the road reserve is required for raingardens, vehicle crossings, speed management devices, streetscape infrastructure and kerbside bin collection areas.

Overall, the development is largely compliant with the parking requirements of the AUP(OP). Sufficient parking is provided to service the development, and all parking spaces meet the required standards.

6.4.6 Bicycle Parking

Bicycle parking is provided on all lots, either in the form of an onsite storage shed or within an internal garage.

It is not proposed to provide visitor bicycle parking across the development. All lots will be subdivided into a fee simple arrangement and will be owned independently. There are no apartments or unit title arrangements proposed. Visitors to each dwelling will be able to park their bicycles within the individual lots. Given the above, it is not considered necessary to provide additional communal visitor bicycle parking spaces within the development and there will be no adverse effects generated by the proposed shortfall in visitor parking spaces.

6.4.7 Loading

Consideration has been made as to whether it is necessary to provide designated loading bays within the development, and it has been determined that dedicated loading bays are no required for the development. Each lot either has direct access to the public street and/or JOAL. The JOALs are all designed as 5.5m or 5.7m dual carriageway and have sufficient space available to enable temporary loading activities to take place in a safe manner, and still enable vehicles to pass with less than minor effects.

6.4.8 Summary

Overall, the increase in intensity on the Site will not result in adverse effects upon the surrounding roading network. Stantec have confirmed that the Site has been well designed with respect to roading, JOALs, vehicle crossings, access, parking, manoeuvring and pedestrian connections. Any

adverse transportation effects will be less than minor and are acceptable from a transportation perspective (**Appendix 3H**).

6.5 Pedestrian Access

Primary pedestrian access for most individual lots will be obtained from the public street via individual 1m wide pathways directly to each front door. Alternatively, if direct access from the public street is not attainable, pedestrian access will be made available via 1.5m wide footpaths within the adjoining JOAL, which will connect to the adjoining public streets. All JOALs will have footpaths built as part of the design shown on the Civil Drawings (**Appendix 3C**).

Consideration has been given to the location of footpaths within the JOALs. For the most part, where a JOAL footpath access serves as the primary pedestrian access for rear units, these will be immediately adjacent to the front door entry to each dwelling. Some exceptions include:

- There is one location where the footpath is located on the opposite side of the JOAL to the primary dwelling entrance - Superlot 4018 (Lots 527-532). However, a determination was made that the northern side of the JOAL is the best location for the path to connect with pedestrian footpaths of the adjoining JOALs and avoid potential safety issues with the driveway conflict with this superlot.
- Further, there are three locations – Superlots 4004, 4009 and 4017 – where the footpath is located on the same side as the as the driveway crossings. In the case of 4017, the primary pedestrian access is to Honohono Avenue. For Superlots 4004 and 4009, this footpath is the primary pedestrian access.

A Transportation Assessment and Urban Design Assessment of the pedestrian access aspects of the development is provided in **Appendix 3J** and **Appendix 3H**, respectively. With respect to footpath design, mountable kerbs are proposed where JOAL footpaths cross driveways. This is to enable practical vehicle movements in and out of driveways. Vertically separated footpaths will be provided on all other JOALs. Where footpaths are directly adjacent to driveways within individual lots, these will be separated by a surface treatment change and provided in a different colour surface finish to the driveway.

Private pedestrian links are also located within some JOALs. The pedestrian link within JOAL 4102 will provide a link between the internal JOAL environment and Honohono Avenue and will have an indicative width of 8m including 3m wide footpath. Smaller private pedestrian links are also proposed within Stage 4C-4 and 4C-5. These will typically be 1.8m in width and include a ramp gradient where levels require this.

In terms of the wider development, all roads will be designed with footpaths on both sides of the road and separated from the carriageway by berms and other street features. Footpath connections at intersections will be designed to Auckland Transport standards. Vehicle crossings are, for the most part, consolidated into JOALs, reducing the number of vehicle crossings across the pedestrian footpaths. No vehicle crossings are proposed across the shared path and footpaths on Honohono Avenue and Parish Drive.

A public accessway is proposed within Stage 4C-4 to provide a linkage between Papakiri Road and Honohono Avenue. This will be built with 3m wide footpath and have a total width of 8m including berm.

Overall, the proposal provides an excellent level of pedestrian accessibility and legibility. Footpaths have been designed and located to address safety considerations, address level changes and achieve logical connections throughout the development. The development is legible, and all dwellings have access to a primary pedestrian access. Any adverse effects associated with pedestrian safety, accessibility and legibility will be less than minor.

6.6 Visual Landscape Effects

The surrounding area is currently undergoing a transition from a rural to urban environment as facilitated by Stages 1-9 of the FHLD Milldale development in the Wainui Precinct. The area to the south of Waterloo Creek is largely constructed with a variety of housing typologies, including standalone dwellings, terraced housing and larger apartment buildings on the southern side of Waterloo Park near the neighbourhood centre. Areas to the west and east of the site are also constructed or under construction as planned. Further, the new main local centre is currently under construction to the north of the Site. In this case, the Site is a vacant balance lot that has been created for future residential intensification with an underlying THAB zoning.

The proposed subdivision layout has responded to the existing context, the Site's role as the key urban intensification area of Milldale, the position of the Site opposite the local centre, and adjacency to the Honohono Avenue green street. Given the existing road network, landform modification has been limited by the established levels on all four sides of the development. Proposed levels have sought to integrate with the existing road network, with limited retaining proposed at the public street frontages. Where greater retaining heights are required, these will generally be confined within the internal lot boundaries and screened by dwellings and landscaping associated with the Phase 2 comprehensive residential development works.

Any visual effects of the earthworks during construction will be temporary in nature and will eventually form part of the surrounding urban environment.

The proposal seeks to achieve an intensive urban built form within the central heart of Milldale. The terraced housing typologies, use of JOALs, and smaller lot sizes contribute to an urban, rather than suburban amenity. The dwellings have been designed with a variety of colours, materials and architectural detailing. Buildings front the public street interface with pedestrian walk ups to clearly defined front doors and with substantial amounts of outward facing glazing overlooking the streets. Soft and hard landscaping treatments within each lot complement the built form providing a strong street edge treatment whilst ensuring privacy is maintained where needed.

Landscape planting is proposed to contribute to the urban amenity values. The proposed roads, accessway and private pedestrian links will be planted to improve the overall amenity of the area and tie in with the existing streetscaping, particularly on Honohono Avenue.

In summary, and in combination with the findings of the Urban Design Assessment (**Appendix 3J**), the subdivision and design elements reflect the planned intensification of the site and positively contribute to the transitioning visual landscape amenity values of the area. Overall, any adverse visual landscape effects will be less than minor taking into account the high standard of design, that landform modification has been kept to a minimum, and the residential development envisaged by the Site's urban zoning.

6.7 Urban Design

The following section details the key urban design considerations of the development, with specific focus on the effects generated by the comprehensive residential development proposed on the individual superlots created by the Phase 2 works. In particular, the assessment will consider the impact of the development on neighbourhood character, built form and streetscape amenity; building bulk and dominance effects; on amenity considerations; and public safety through the application of crime prevention through environmental design principles.

The assessment below should be read in conjunction with the Urban Design Assessment prepared by Barker & Associates (**B&A**) and attached as **Appendix 3J**.

6.7.1 Neighbourhood Character, Built Form & Streetscape Amenity

As described in Section 6.6 above, the surrounding neighbourhood is characterised by high quality design and construction supported by a master planned network of streets, walkways, cycleways, reserves, stream corridors, shops and amenities. The cohesiveness in built form has been achieved through the application of the Milldale Masterplan and Milldale Design Guidelines, and the management of the design vision by the underlying developer FHLD.

An Urban Design Assessment (**Appendix 3J**) has been prepared in support of the development, and I concur with the findings of that assessment. The proposed development of the Site will deliver the largest area of intensive housing within the wider Milldale development. Zoned for THAB, the Site can support a higher intensity of development given its proximity to the local centre and amenities and surrounding zoning context. In this regard, a cohesive superlot development is proposed to deliver an intensive urban built form with multiunit terraced housing typologies proposed across smaller lot sizes with a supporting JOAL network facilitating an urban built character.

The proposed development has been designed in general accordance with the Milldale Design Guidelines to ensure cohesiveness with the existing neighbourhood character, built form and streetscape amenity. The dwellings have been designed with a variety of colours, materials and architectural detailing to deliver a range of building designs across the development. For the most part, dwellings front the public street interface with pedestrian walk ups to clearly defined front doors and with substantial amounts of outward facing glazing overlooking the streets. Soft and hard landscaping treatments complement the built form providing a strong street edge treatment whilst ensuring privacy is maintained where needed.

The JOAL network essentially forms a series of urban rear lanes to service the comprehensive residential development. This enables the proposed dwellings to form a strong urban edge to the public frontages of the development by limiting vehicle crossings and encouraging activation of the street frontage with pedestrian walk-ups. The JOALs principally provide a service function but have been designed as pleasant environments with footpaths, lighting, and bringing through the landscaped design of the individual lots rear yard interface, which includes soft and hard landscaping features such as specimen trees to contribute a green aesthetic to the JOAL-scape. The JOALs support the residential function of the development which is important where dwellings have no direct street frontage. The JOAL network contributes to the urban aesthetic of the development, reinforcing the intensive residential character of this part of Milldale.

The proposal will largely comply with all relevant THAB zone standards, such as on-site coverages, landscaping requirements and yard setbacks. The blend of soft and hard landscaping features, such

as decking, lawn, planting and specimen trees, is proposed around the buildings, enhancing the visual aesthetic when viewed from the surrounding streets. Non-compliances with the THAB standards are addressed in 6.7.2 below and the Urban Design Assessment (Appendix 3J).

Overall, the built form, intensity of development, site frontage and building façade treatments, JOAL network, and complementary landscaping scheme will ensure spatial coherence with surrounding existing and planned environment and contribute positively to the surrounding streetscape and wider Milldale as a whole. While the development will read as decidedly more urban than the existing Mixed Housing Urban character of the immediate surrounding streets, the intensity of development is anticipated and planned for the Site and any neighbourhood character, built form, and streetscape amenity effects arising from the development will be less than minor and acceptable in this context.

6.7.2 Building Bulk & Dominance Effects

The proposal provides for a scale and intensity of development that is anticipated and provided for in the THAB zone whilst complementing the scale of development in the existing surrounding residential area.

The development is largely compliant with the bulk and location standards of the zone, with the Site achieving compliance with required building coverage, landscaped areas and impervious areas (with the exception of Superlots 4019 and 4020) on an overall site wide basis. However, a number of lots exceed building coverage post-subdivision (technical infringement), a height in relation to boundary plane infringement occurs on Superlot 4007, stormwater tanks on Superlots 4005, 4007, 4013 and 4016 are located within the side yard, several retaining walls are proposed within the front yard setback, and a number of combined retaining wall and fence heights exceed the AUP(OP) maximum standards in the front, rear and side yards. Both individually and cumulatively, these aspects of the development can contribute to building bulk and dominance effects. An assessment of these infringements is provided below in this regard:

- On the whole, the development largely complies with the building envelope controls. Some individual lots exceed the building coverage allowances, and one lot has a small portion of the building pass through a height to boundary plane. Overall, it is considered the proposed development has been well designed, includes building articulation and modulation, complementary landscaping schemes and functional and useable outdoor spaces which contribute to an overall acceptable scale and intensity of development in line with what is anticipated in the urban setting of the THAB zone;
- With respect to the height to boundary infringement on Lot 458 (Superlot 4007), the infringement relates to a small portion of the roofline and is adjacent to the northeast boundary of Superlot 4008. The buildings on the neighbouring site are set back approximately 6m from the shared boundary with the outdoor living area between. When compared to the overall compliant building envelope, effects from the additional area of roofing will be negligible;
- Onsite stormwater tanks are necessary on four of the superlots where stormwater detention is unable to be provided in a JOAL. Tanks have been sited away from outdoor living spaces where practical and aligned alongside fencing to reduce potential bulk and dominance effects. The tanks are relatively small in size, and occupy a small area and within the context

of the overall development will not generate bulk, dominance and shading effects beyond the site boundaries;

- Retaining walls are necessary both between lots (side and rear yards), and at the road boundaries to create suitable site contours to enable future residential development and to support the roading network. While retaining walls have been minimised, some are unavoidable. The following assessment is provided:
  - Levels have been manipulated throughout the Site to reduce retaining walls heights, particularly where these front the public streets.
  - Keystone and/or honed masonry block retaining material will be used where walls front public streets and accessways. This will ensure a high quality finish that is consistent with the approach in other areas of Milldale.
  - Fencing is required to provide for both safety and amenity considerations. Where possible, fencing heights have been minimised to reduce the overall impact of their height when combined with retaining walls. Fences are largely 50% transparent where fronting on to public streets and accessways, and some JOAL spaces. Low height and permeable hedging is proposed to enable passive surveillance.
  - Consent notices to protect the boundary treatment of the public accessways (low height and landscaping) are proposed in the conditions of consent[45].
  - Internal retaining walls will largely be constructed of timber. Where combined with fencing, lower height fencing commensurate with the scale of the retaining wall is proposed. Landscaped hedging at the toe of the wall will also help soften the combined wall and fence height.
- Overall, it is considered that the retaining walls and fencing will not detract from the overall amenity of the development. While some larger height walls are proposed adjacent to public street, these will be constructed of keystone/honed masonry and within the context of a well-designed street landscaping scheme.

In summary, the proposed dwellings are set back from the external boundaries, good articulation and modulation is proposed, a variety of building materials and cladding colour scheme has been selected, and combined with well-designed soft and hard landscaping features these work together to address potential bulk and dominance effects. As discussed in the Urban Design Assessment (Appendix 3J), the terraced units are functional and well organised and the development contributes positively to the public realm and has a degree of openness attributed to the site context, scale of buildings and design.

While retaining walls and combined wall/fence heights add additional built elements to the development, these are necessary to achieve practical building platforms and tie into the street network levels. The proposal has sought to keep retaining work at the street interface to a minimum, shifting greater level changes at the internal lot boundaries where possible. Where retaining is proposed at the street interface, this will be constructed of keystone (to public accessways) and/or masonry blockwork and complemented by pleasant streetscape landscaping to achieve an attractive streetscape.

[45] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Sections 3.2 and 3.5, Consent Notices

Overall, the well-designed site layouts, variation in typologies and building materials, breaks and separation distances between buildings, interspersing public roading and JOAL network, and proposed landscaping treatment (both public and private spaces) will ensure that any potential bulk and dominance effects resulting from the development will be less than minor and acceptable.

6.7.3 Onsite Amenity

The site layout and arrangement of individual dwellings has sought to provide suitable onsite amenity for each dwelling within the development. The effects on onsite amenity for each superlot development have been addressed comprehensively in the Urban Design Assessment (**Appendix 3J**). Based on those conclusions, and my own assessment, it is considered that acceptable onsite amenity will be achieved for the development for the following reasons:

- The design has been developed around the north orientation of units to maximise access to sunlight and solar gain;
- A range of 2 – 4.5 bedroom dwellings are proposed for the development in terraced housing typologies. The typologies ensure that the internal layout of the dwellings are functional, have good indoor-outdoor flow, substantial glazing (whilst maintaining privacy), and daylight access to provide for future residents amenity;
- Private outdoor living space is provided for each of the lots and typically located on the northern and/or public street facing side of each lot where feasible. This approach has been driven by obtaining access to north sunlight orientation and/or to provide activation to the public street frontage. Where outdoor living spaces are located on the southern side of a development, this has been driven by site levels and/or need to obtain vehicle access. Where this is the case, outdoor living spaces are of a generous size (Superlot 4005) and/or front on to the public street (Superlots 4001, 4002 and 4011) or public accessways (Superlots 4015 and 4018);
- While Superlot 4009 has south facing outdoor living space that does not meet the minimum south facing dimensions, the yards of all lots back on to the outdoor living yards of the adjoining lots and landscaped area of JOAL 4105. A generous sized rear outdoor space is provided along with a secondary front yard space to provide for dual outdoor living. Given these mitigating factors, it is considered any onside amenity effects will be less than minor;
- Whilst most properties provide the minimum $20m^2$ outdoor living space requirements and 4m dimensions, several lots within Superlot 4021 will fall just shy of the $20m^2$ ($18m^2$ provided) requirement due to a technical infringement associated with part of the dwellings' second level overhanging the yard. Given that these lots are northeast and east facing, are functional decked areas, have direct frontage onto the Honohono Avenue green street, and that the overhang still enables full use of the yard space, this reduction in yard space is considered acceptable;
- The lots within Superlots 4005, 4007 and 4013 require onsite detention tanks that are 1.5m in height and 2.4m to 3.2m in length. It is proposed to locate these adjacent to the side boundary within the rear yards on each lot. The location of the tanks are clear of the outdoor living space and will enable future residents to have good levels of onsite amenity, access to sunlight and useable yard space despite the location of the tanks in close proximity;

- Compliant outlook space is provided for all units either to the public streets, the internal JOAL spaces or within the individual lots across their own private outdoor spaces. This will ensure that dwellings maintain a sense of openness within an urban intensification area;
- While additional building coverage is proposed on several lots post-subdivision, all lots will achieve the required minimum landscaping areas. The lots are well laid out and together read as a comprehensive development developed around an internal JOAL and corresponding street frontages. Overall, a satisfactory level of openness and useable landscaped spaced will be achieved for each lot;
- A comprehensive landscaping design (**Appendix 3E**) has been developed to ensure cohesiveness across the development. The landscape design will establish a strong and attractive street edge, and provide well designed communal and private spaces within the development for the enjoyment of future residents. In particular, specimen trees have been carefully sited at the boundary interface to provide screening of outdoor living spaces where these front the public street and accessways;
- A well-thought-out approach to fencing types (Landscape Plans **Appendix 3E**) has been undertaken to ensure that privacy is achieved for the individual lots, whilst ensuring that passive surveillance and streetscape amenity outcomes are considered. In this regard, a fluid fencing typology has been established to direct particular outcomes in certain circumstances:
  - A mix of solid and visually permeable fencing materials are proposed with the intention of providing for a high quality design outcomes.
  - Solid fencing is typically proposed where it is screening private outdoor living spaces or onsite bin storage/service areas. Some elements of solid fencing are also introduced to provide interest and urban form to street frontage elements. Permeable fencing is typically proposed where the lots have public street frontage or accessway frontage and, in some cases, JOAL frontages. This is to provide for passive surveillance opportunities in these spaces.
  - Higher fencing typologies are used where it is important to maintain onsite privacy, particularly around the main outdoor living spaces for each lot and between lots. Lower height fencing is typically established at the public interface and at key points within the JOAL to ensure passive surveillance throughout the development.
  - Screening fencing is also used to screen utility structures, including the onsite bin storage and service areas. Screening on the ends of some decks is proposed where required to provide greater outdoor living space privacy.
  - Fence heights are typically reduced as the fence nears the street boundary to ensure an appropriate transition between outdoor living space privacy needs and passive surveillance opportunities at the street interface.
  - Where higher retaining walls are proposed, lower fence heights are typically used. Generally, where retaining wall heights are greater than 1m, fence heights at the public interface will be maintained at 1.2m. Where retaining wall heights greater than 1m are within internal yard boundaries, fence heights are maintained at 1.5m.
  - Retaining walls will be constructed of keystone materials at the public street and accessway interface to provide an urban materiality consistent with other areas of

Milldale. Internal retaining walls will be timber construction. Where combined with fencing, hedging will be used to soften the built form of these combined structures.

Overall, the comprehensive landscaping design, and in particular, the fencing typologies, have sought to achieve a balance of providing for passive surveillance at the public street and accessway interface; privacy for private outdoor living spaces (particularly where facing the street); privacy and permeability for JOAL boundary interfaces; and reduced fencing heights where these are combined with retaining wall heights.

- Consideration has gone into providing service areas for each lot. Onsite bin storage areas are proposed for all lots, and in some cases, will be combined with a service area function. All bin storage areas will be screened and located adjacent to kerbside / JOALside collection points. Superlot 4021 will have onsite storage sheds to provide for bike storage and other functional needs.
- The communal bin bay for Superlot 4021 on JOAL 4150 has been located centrally within the development to ensure good accessibility to all the units via well-defined and positioned footpaths. The communal bin bay has been designed screen bins from view and contribute aesthetically to the development; and
- All lots have good accessibility. Pedestrian access to each unit is obtained from either the public street or the JOAL, with carparking spaces directly accessible to the units. Dual access is provided to both front and rear yards where site levels allow. Internal footpaths through the JOAL and connecting to the public street network provide good legibility for future residents to navigate their way through the development safely and efficiently.

Overall, the development is well designed and will provide appropriate and acceptable levels of onsite amenity for future residents. All lots have useable and attractive outdoor living spaces, good accessibility, daylight access, privacy, storage and service zones for functional requirements. The lots will have simple but effective landscaping that contributes to the cohesive urban aesthetic of the development whilst ensuring that lots remain functional. Overall, these measures ensure that there are less than minor onsite amenity effects arising from the proposal.

6.7.4 Crime Prevention Through Environmental Design

Consideration has been given to CPTED design elements both within the Site and extending to the wider streetscape environment and potential impacts on personal safety. The effects of streetscape safety have been addressed comprehensively in the Urban Design Assessment (Appendix 3J). Safe neighbourhoods are important to well-functioning communities. In this case, the proposal addresses the following CPTED elements:

- Dwellings at the public street interface front on to the street and include primary pedestrian access to front doors. Low permeable fencing, low hedging / planting species, street facing windows and private outdoor spaces in the front yard (where levels allow) enable passive surveillance of the public streetscape;
- The internal JOAL provides visibility throughout the development common spaces. Footpaths are located alongside the carriageway, JOALs avoid entrapment spots, and low planting and sections of permeable fencing ensures passive surveillance of the common spaces;
- Habitable rooms on both ground and upper floor levels provide opportunities for passive surveillance;

- The public accessway has a linear design, substantial width (8m) and low planting on either side of the footpath. Whilst retaining is proposed along the northern side of the accessway, fencing and planting atop will be low level and outdoor living spaces will overlook the space. Further, the southern side of the walkway will be at grade to provide a sense of openness. The accessway will also be well lit and is a linear route;
- Private pedestrian links have been designed with low fencing or permeable fencing alongside to ensure that safe accessibility is achieved throughout the development. Where retaining walls are proposed, these are only for a short length and the space opens up alongside to improve the width to height ratio;
- Streetscape and JOAL planting has followed a simple landscaping scheme with lighting proposed in accordance with required standards; and
- The communal bin bay within JOAL 4150 is located centrally within the Site and has good visibility to nearby housing which fronts on to the JOAL and direct pedestrian access. Further, the JOAL 4150 parking area is open on two sides, has appropriately located landscaping, and passive surveillance from adjacent units.

Overall, it is considered that good consideration has been given to the principles of CPTED within the overall design to ensure that no adverse personal safety effects are generated by the proposed development.

6.8 Waste Management

Waste management provided for each superlot and will be via Auckland Council kerbside collection from either public roads or within JOALs. The exception is Superlot 4021, which will operate a communal bin collection arrangement.

Waste management plans have been prepared (**Appendix 3C**) and discussed in the Infrastructure Report (**Appendix 3F**) to demonstrate a proposed rubbish truck collection route throughout the development and location of bin placement on collection day. The route has been designed in accordance with the civil design parameters and feedback received from the Council at the prep-application meeting (refer details in the Overview Report, **Volume 1**). This includes both kerbside and JOAL-side collection. Overall, the waste management solution for the Site is considered a practical and workable solution for the following key reasons:

- The JOALs have been designed to accommodate an 8.8m truck which will enable a waste truck to service the Site.
- Bins for each unit will be contained within a screened onsite bin storage unit within each lot boundary. The location of the onsite bin storage is sited within close proximity to the associated kerbside collection point.
- Consideration has also been given to whether consolidated collection points are possible within the JOALs. However, due to the carriageway width, footpath and lighting requirements, there is unlikely to be space to congregate bins on collection day. Notwithstanding this, it is considered given the generous width of the JOALs, the limited frequency of waste collection movements, and slow vehicle environment of the JOALs, any potential operational or safety concerns will be less than minor in nature.

- JOALs 4112 and 4114 both have no through routes and rubbish truck movements cannot circulate through these JOALs in a forward motion. Council have advised in the pre-application meeting that these JOALs can be serviced with reverse manoeuvring trucks given that the design meets the required truck manoeuvring standards and only a short distance of reversing is required.
- In terms of the waste management solution for Superlot 4021, a communal bin bay is proposed within the JOAL 4150 to service the future development. A communal bin bay is the most practical option for this superlot as it is not possible to include onsite bin storage for each of the individual lots due to onsite space constraints. Council have advised in the pre-application meeting that future Council contractors will service communal bin bays in multi-unit developments. The JOAL 4150 and adjoining JOALs have been designed to accommodate rubbish truck access to the bin bay.
- In the event an amended waste management plan is proposed prior to the occupation of dwellings, a condition of consent[46] is proposed, requiring the consent holder to submit a revised waste management plan for the approval of the Council, to ensure that any alternative servicing arrangement is feasible.

Overall, the waste management plans show that a workable solution is in place to service the proposed development. While there will be temporary effects on rubbish collection day owing to the reduced service function of the JOAL and potential safety effects associated with a reversing rubbish truck into two short JOAL lengths, on balance, it is considered that these adverse effects will be less than minor.

6.9 Servicing and Infrastructure

Details of the proposed infrastructure services such as stormwater, wastewater, water supply and utilities, are outlined in the Proposal section and are further detailed in the Infrastructure Report (**Appendix 3F**) and Civil Drawings (**Appendix 3C**).

The Infrastructure Report confirms that the Site can be adequately serviced by the extension of the existing public wastewater and stormwater network and connections to the existing potable water, electricity and telecommunications network. This can occur without placing pressure or loading effects on the existing network. The existing and proposed networks have been sized to accommodate the increase in stormwater, wastewater, water and utility demands on the Site.

The Infrastructure Report (**Appendix 3F**) provides a full and complete consideration of the servicing and infrastructure for the proposed development phases, and associated Civil Drawings (**Appendix 3C**), have been prepared for each superlot to demonstrate servicing. All lots will be serviced, and conditions of consent[47] will require complete servicing to be in place as part of s224c approvals. Overall, the proposed development can be adequately serviced without resulting in adverse effects on the capacity of existing public network, reticulation and infrastructure.

[46] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.4, Waste Management
[47] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.2 and 3.5, s224c Compliance Conditions

6.10 Stormwater and Water Quality Effects

The proposal involves the development of additional impervious surfaces for new roads, accessway, JOALs, and residential lot impervious areas. This has the potential to result in adverse stormwater effects in terms of water quality, quantity, outfalls and operation and maintenance.

The Infrastructure Report (**Appendix 3F**) provides a comprehensive assessment of stormwater management proposal for the Site. The existing approved development of Stage 4 has installed stormwater infrastructure which has been designed to provide connections for Stage 4C. Appropriately sized stormwater pipes have been installed and vested with Council in Dendro Ring Road and Karapapa Road to take the expected flows from the proposed development. The proposal will extend the existing public drainage network to provide a connection point to each lot.

The stormwater detention mitigation for the proposed JOAL impervious surfaces and individual lot impervious areas will be catered for via in-ground stormwater tanks located below the JOALs except Superlots 4005, 4007, 4013 and 4016. These four superlots will be provided with individual onsite stormwater detention tanks for each individual lot. The proposed stormwater management devices will reduce the volume of stormwater discharged to the environment and will provide the level of detention/retention required by the Wainui East SMP.

To ensure ongoing responsibilities and maintenance, a covenant is proposed to ensure that future residents are aware of their responsibilities to ensure that stormwater devices remain fit for purpose.

No water quality treatment elements are required as part of the design. Raingardens are proposed to provide retention for the road network and will provide quality treatment of the runoff passing through them as an additional benefit. Raingardens that require removal will be relocated elsewhere in the Stage 4C and Stage 4 streetscape during the EA detailed design stage. The proposed building development avoids high-use contaminant-yielding roof and cladding materials. No high contaminant generating areas are proposed. While three areas of existing raingarden will be removed to facilitate roads and vehicle access, these will be offset either within the new road networks or by adding or increasing the size of raingardens on the existing roads.

Overall, it is considered that effects on water quality from the stormwater runoff will be less than minor. The proposal includes improved stormwater controls, detention, quality treatment and best practicable measures to ensure stormwater quality, quantity and erosion effects are appropriately avoided or mitigated.

6.11 Flood Hazard Effects

Auckland Councils GIS viewer indicates that the Site contains a small extent of floodplain and overland flow paths. The Infrastructure Report (**Appendix 3F**) confirms that due to the land modification and bulk earthworks undertaken by the underlying Stage 4 subdivision, the Site does not contain any flood hazards.

Further, flood modelling undertaken for Milldale has confirmed that all flows up to the 100 year ARI will be contained within the adjoining road reserves and nearby watercourse. The proposal will therefore not displace or increase flood waters upstream/downstream or on neighbouring properties.

Internally within the Site, collected flows from JOAL 4105 will need to pass through the rear yards of Superlot 4007. Accordingly, Superlot 4007 will be subject to an overland flow path covenant[48] restricting the type of fences and structures able to be constructed in the rear yards to ensure flows can pass around the proposed buildings to Road 8002.

Overall, any potential adverse effects on the environment in terms of flood hazards will be less than minor.

6.12 Ecological Effects

The Site has been previously bulk earthworked, and the landform modified as part of the Stage 4 consent approval works. It does not contain any habitat or vegetation other than grass. There will be no adverse ecological effects associated with the proposal.

6.13 Mana Whenua Values

Consultation has occurred with mana whenua in relation to the wider substantive application for Milldale as outlined in the Overview Report (Volume 1). In summary, no adverse effects on mana whenua values have been identified in relation to the proposed works associated with Stage 4C.

6.14 Summary of Effects

Overall, it is considered that the actual and potential effects on the environment relating to this proposal will be less than minor and appropriate.

Together, the proposed Phase 1 civil works and subdivision, and the subsequent Phase 2 comprehensive residential development of the superlots represents the planned and appropriate use of the Site and will result in environmental outcomes that can reasonably be anticipated and accommodated on the Site. The proposal will result in effects on the environment that are less than minor, subject to the recommendations stated in the various specialist reports and proposed conditions of consent.

The proposal represents an efficient use of the Site, which has been zoned for residential intensification. The effects of the development are in keeping with the environmental outcomes that can reasonably be anticipated on the Site given its status in the AUP(OP) and the outcomes anticipated by the Wainui Precinct Plan.

As described above, there are significant positive effects from the development of the Site. The earthworks will provide a landform that that can readily service residential development and tie in with the existing surrounding neighbourhood. The works unlock development of the Site, which is sited centrally in Milldale and adjacent to the local centre and enables the project to be delivered at scale, efficiency and pace, and to ensure the residential yields are met which formed the basis for the current and planned infrastructure investment. Finally, the works will promote housing supply and affordability by facilitating an increase in the supply of land for new housing.

Despite potential adverse effects addressed in the above assessment, the positive effects of the proposed development should be taken into account when balancing the overall effects on the environment. Appropriate mitigation measures and conditions have been identified and noted throughout this report. As described above, there are significant positive effects from the

[48] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.2, Covenants

development of the Site including residential intensification in close proximity to existing public open space and local centre amenities, development within the scope of the Wainui Precinct Plan, new roading and public accessway to tie into existing surrounding infrastructure and connectivity links, high quality residential housing which addresses urban design principles, and quality neighbourhood amenity.

Overall, the proposal is appropriate and any actual and potential adverse effects on the environment of allowing the proposal to proceed are less than minor.

7.0 Assessment of Relevant Statutory Considerations

This section of the application is provided in accordance with clauses 2(1)(h), 2(2) and 2(3) of Schedule 4 of the Act. The Act requires that applications must include an assessment of the activity against the relevant provisions and requirements of those documents listed in clause 2(2) being:

(a) a national environmental standard:

(b) other regulations made under the Resource Management Act 1991:

(c) a national policy statement:

(d) a New Zealand coastal policy statement:

(e) a regional policy statement or proposed regional policy statement:

(f) a plan or proposed plan; and

(g) a planning document recognised by a relevant iwi authority and lodged with a local authority.

7.1 National Environmental Standards

The proposal does not require resource consent under any of the National Environmental Standards. Therefore, an assessment against the intent of these is not required.

7.2 National Policy Statements

7.2.1 National Policy Statement on Urban Development 2020

The National Policy Statement on Urban Development 2020 (NPS-UD) recognises the national significance of:

- Having well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future;
- Planning decisions improve housing affordability by supporting competitive land and development markets;
- Providing sufficient development capacity to meet the different needs of people and communities; and
- Improving how cities reposed to growth to enable improved housing affordability and community wellbeing.

The NPS-UD contains objectives and policies that require councils to carry out long term planning to accommodate growth and ensure well-functioning cities. There is an emphasis on allowing for growth 'up' and 'out' in a way that contributes to a quality urban environment and to ensure their rules do not necessarily constrain growth. Councils must also enable higher density development in areas close to employment, amenity, infrastructure and demand and in some instances remove minimum car parking requirements.

Overall, the proposal is completely in keeping with the NPS-UD:

- Objective 1 and Policy 1 seek to achieve a well-functioning urban environment that provides for a number of outcomes. The proposed subdivision and roading network contribute towards achieving a well-functioning urban environment as it will provide for transport linkages and residential lots to meet development capacity. It will support an increase in homes in an area identified for planned and future growth, close to transport links, employment, commercial centres including the Milldale local centre, open space and education facilities. The range dwellings proposed will support a range of households in needs in terms of type, price and location, in an area close to key amenities. The proposed roading network will also support a well-functioning urban environment for all modes of transport.
- Objective 2 and Policy 2 directs local authorities to have sufficient development capacity in the short, medium and long term. The proposal contributes towards meeting this demand for housing and commercial activities by providing a safe, efficient, well connected and resilient transport network to accommodate both existing and future transport demands. Ultimately, the project will deliver 168 dwellings. The project will contribute additional housing stock, which is anticipated to, in turn, improve housing affordability and support competitive land and development markets;
- In accordance with Objective 4, the project will deliver a range of dwelling typologies and sizes anticipated within the residential lots. Specifically, the development will provide for the intensification of Milldale within its primary central THAB zone, contributing to the variation in housing stock across the wider Milldale area. The proposal will contribute to the creation of a diverse and vibrant community, and assist in responding to the changing needs of people, communities and future generations;
- Policy 6 requires planning decisions to have particular regard to the planned urban built form, the benefits of urban development, contributions to development capacity, and the effects of climate change. As discussed above in relation to Policy 2 the proposal contributes toward development capacity. The proposal is consistent with the scale and planned density of development sought through the Wainui Precinct and underlying zoning and will support housing choice, and housing and business capacity. The proposal is also consistent with the planned roading network in the Wainui Precinct Plan and will support a walkable neighbourhood.
- Policy 10 directs local authorities to achieve integrated land use and infrastructure planning, including additional infrastructure. The project will be fully serviced by development infrastructure and additional infrastructure including the nearby new primary school, Ahutoetoe school, which was opened in February 2023 to meet the education needs of the community.
- Objective 8 requires New Zealand's urban environments to support reductions in greenhouse gas emissions and be resilient to the current and future effects of climate change. The

proposal will complete existing sections of road and will provide a connected roading network with improved, safe and attractive active transport facilities for pedestrians and cyclists. This will reduce the reliance on car travel by providing more options for travel and supports a reduction in vehicle emissions.

7.2.2 New Zealand Coastal Policy Statement 2010

As the proposed development is not located within close vicinity to the coastal environment, the New Zealand Coastal Policy Statement 2010 (**NZCPS**) is not relevant.

7.2.3 Other National Policy Statements

There are no other National Policy Statements that are relevant to the proposal.

7.3 Regional Policy Statement, Regional Plan and District Plan

The AUP(OP) comprises Auckland's Regional Policy Statement (**RPS**), as well as regional and district plans. An assessment of the proposal against the AUP(OP) is provided below.

7.3.1 AUP(OP) Regional Policy Statement

The RPS sets out the overall strategic statutory framework to achieve integrated management of the natural and physical resources of the Auckland Region. The RPS broadly gives effect to the strategic direction set out in the Auckland Plan.

The RPS is contained within Chapter B of the AUP(OP). Section B1.4 of the AUP(OP) which sets out the strategic framework for the identified resource management issues of significance for the Auckland region, and the policies and methods to achieve integrated management of the natural and physical resources. Section B2 specifically addresses objectives and policies relating to urban growth and form, with B3 addressing infrastructure, B6 addressing mana whenua values and Section B7.3 and B7.4 containing objectives and policies relating to freshwater systems and freshwater.

An assessment of the FTAA proposal against the RPS has been included in the Overview Report (**Volume 1**), with additional comments provided in relation to the Milldale Stage 4C proposal provided below. Overall, the Milldale Stage 4C proposal aligns with the objectives and policies of the RPS, particularly in supporting urban growth, infrastructure development, recognising mana whenua values and freshwater management. The following is noted:

- The proposal serves to provide quality urban intensification and development of residential lots to contribute an increase in housing supply in the Auckland region. The underlying Wainui Precinct and zoning of the Site anticipates residential intensification, and the density proposed through Milldale Stage 4C is in general accordance with this. The proposed earthworks will provide a suitable landform and gradient to enable future residential development to occur.
- Further, the proposed development is within walking distance to several open spaces including the esplanade reserve approved to be established alongside Waterloo Creek, the local school and the Milldale local centre. The proposed development can be adequately serviced by the proposed infrastructure and the necessary upgrades identified in the application.

It is therefore considered this proposal is consistent with the relevant objectives and policies of the RPS section of the AUP(OP).

7.3.2 AUP(OP) Objectives and Policies

As set out earlier in this report, the proposal is a non-complying activity under the AUP(OP). The proposed Milldale Stage 4C subdivision, comprehensive residential development and associated activities have been assessed against the relevant objectives and policies of the AUP(OP) as contained in the following chapters:

- E11 Land Disturbance Regional and E12 Land Disturbance District
- E24 Lighting
- E25 Noise and Vibration
- E26 Infrastructure
- E27 Transport
- E38 Subdivision Urban
- H6 Residential Terraced Housing and Apartment Building
- H7 Open Space Zones
- I544 Wainui Precinct

7.3.2.1 I544 Wainui Precinct

The relevant provisions of the I544 Wainui Precinct chapter seek to ensure the delivery of a masterplanned community designed to offer a variety of residential activities and housing typologies to be established around open space areas, neighbourhood centres and reserves. The key considerations to be addressed through the Wainui Precinct are the servicing of the development, including water, wastewater and integration with the wider transport network, and details on how servicing will be staged, funded, and provided in a timely manner.

The proposal is in accordance with these provisions including I544.2 Objective 1 and I544.3 Policies 1 – 4 for the following reasons:

- The proposed subdivision, including the location and design of road networks, and pedestrian links are in general accordance with the Wainui Precinct Plan. The proposed new roads will provide connectivity within the Stage 4C block, by connecting into the road network (intersection heads) that have been approved and constructed as part of Stage 4C-1 consent (Honohono Avenue). The proposed public accessway will provide an important east-west link through the Site and will protect the function of the key north-south shared path on Honohono Avenue;
- Staging of the development is proposed in order to coordinate the provision of infrastructure to each stage of the development along with enabling the progressive construction of houses across the stage;
- All lots will be serviced by a reticulated water, wastewater and stormwater supply and roading network with connections provided to each lot. Stormwater runoff will be sufficiently managed and mitigated with mitigation devices (rain tanks) placed within the JOALs to achieve

retention and detention requirements. Locating the devices within the JOALs reduces the need to have them in located individual residential lots;

- The proposed subdivision and comprehensive residential development has been designed to align with the provision of infrastructure. With regards to roading, the Traffic Assessment (Appendix 3H) demonstrates that the proposed roading layout and increase in traffic flow is acceptable, and that the proposed subdivision can be adequately connected to the wider transport network. The proposal is able to accommodate transport demands and future growth that supports the Stage 4C development and wider Wainui area;
- The subdivision will provide lots suitable to accommodate the proposed range of housing types to achieve an integrated, connected and high-quality neighbourhood. The density of the development is proposed in an area that has been earmarked as being suitable to accommodate this type of development, adjacent to areas of open space and the local centre;
- The resolution of lots with mixed zoning within a part of the development has been resolved through the previous Stage 4C-1 subdivision consent and proposed blanket subdivision consents sought by this application;
- The proposal does not infringe any of the permitted subdivision standards under I544.6. The standards relate to open space (this standard relates to the minimum width of esplanade reserve corridors) and infrastructure (staging of infrastructure); and
- Overall, it is considered that the proposed development is consistent with the objectives and policies of the Wainui Precinct. The proposed subdivision, roads, public accessway, and infrastructure works are infill works adjacent to existing approved stages of the Milldale development, which is consistent with achieving the outcomes of the Wainui Precinct Plan.

7.3.2.2 E11 Land Disturbance Regional and E12 Land Disturbance District

A combined assessment against Chapters E11 and E12 is provided below, given the similarities between the provisions for regional and district land disturbance. The common outcome sought is to ensure that land disturbance is undertaken in a manner where the safety of people is protected, and adverse effects on the environment are avoided, remedied or mitigated. This is supported by a range of policies which, generally, seek to manage the adverse effects of a sediment discharge on the environment, avoid adverse effects on natural, cultural and historic heritage where practicable, and design and undertake earthworks in a manner that ensures the stability and safety of surrounding land and buildings.

The proposal is considered to be consistent with these provisions for the following reasons:

- A suite of erosion and sediment control measures in line with GD05 will be implemented on Site during the Phase 1 and 2 earthworks to manage any potential adverse sediment discharge effects on the environment;
- The earthworks will be undertaken in a staged manner over multiple earthworks seasons to minimise the overall duration of exposed areas. Together with the implementation of appropriate erosion and sediment control measures, it is considered that sediment runoff or discharge will be suitably mitigated and minimised;
- Landform modification, building platforms and retaining works have been designed to tie into the existing surrounding development levels, to provide a gradual transition in grade across

the Site, and enable both functional and urban design outcomes to be achieved, particularly at the public street interface;

- Earthworks will be undertaken in accordance with the recommendations of CMW in their GAR (Appendix 3G). The proposed works methodology seeks to manage earthworks that will not create or exacerbate the risk of natural hazards, and to ensure that works are undertaken in a manner that protects the safety of people and ensures the stability and safety of the land and any structures; and
- Archaeological reporting completed as part of earlier Milldale stages has not identified the presence of, or potential presence of, any archaeological sites within the Stage 4C works area. The Archaeological Authority (Volume 5) will apply to the works area.

Overall, it is considered that the proposal accords with the objectives and policies of the regional and district land disturbance provisions.

7.3.2.3 E24 Lighting

The E24 lighting chapter acknowledges the need to provide adequate lighting to support activities and enable safety and security for people while minimising potential adverse effects. The objectives and policies for lighting seek to provide for the safety and security of people and property while ensuring adverse effects of lighting are limited.

The proposal is considered to be consistent with these provisions for the following reasons:

- Lighting is proposed within the JOAL environment to enable appropriate levels of lighting during the hours of darkness to ensure the function and safety of the public streetscape environment;
- Lighting will be provided within the private JOAL network to provide for wayfinding, safety and security of users in this space; and
- Lighting will meet the required standards to ensure that sufficient levels of lighting are provided for functional needs and to maintain safety without adversely impacting the surrounding environment with respect to light spill and glare.

Overall, it is considered that the proposal accords with the objectives and policies of the lighting provisions.

7.3.2.4 E25 Noise and Vibration

The E25 Noise and Vibration chapter acknowledges the adverse amenity impacts noise and vibration can have, depending on where and when they occur, their duration, physical characteristics (loudness and pitch), steadiness, and whether special audible characteristics are present. The objectives and policies for noise and vibration seek to control the levels of noise and vibration created by activities to limit the adverse effects of noise and vibration on amenity values and human health and to protect existing noisy activities from reverse sensitivity effects.

The proposal is considered to be consistent with these provisions for the following reasons:

- The proposal will result in temporary construction effects for the duration of the works which will generate noise and vibration. All practicable measures will be put into place to reduce and manage the potential sources of noise and vibration during the earthmoving period. This includes implementation of the site management and mitigation measures detailed in the

Construction Noise & Vibration Report prepared by Styles Group (**Appendix 3I**) via proposed conditions of consent.

- Given the proposed site management and mitigation measures proposed, temporary duration of construction activities at any one location, in addition to the separation distances from adjoining residential receivers, any adverse noise and vibration effects will be temporary and less than minor.

Overall, it is considered that the proposal accords with the objectives and policies of the noise and vibration provisions.

7.3.2.5 E26 Infrastructure

Infrastructure is critical to the social, economic, and cultural well-being of people and communities and the quality of the environment. The E26 Infrastructure chapter provides a framework for developing, operating, using, maintaining, repairing, upgrading and removing infrastructure. Additionally, it recognises the benefits that infrastructure can have a range of adverse effects on the environment, visual amenity of an area, and public health and safety.

The proposal is considered to be consistent with these provisions including E26.2.1 Objectives and E26.2.2 Policies for the following reasons:

- Earthworks are necessary to facilitate the construction of three new roads to service the Stage 4C development;
- The proposed roads have been located in general accordance with the requirements of the Wainui Structure Plan and approved Stage 4C-1 consent, and to integrate with the existing and future stages of the Milldale development;
- The proposed roads have been designed to provide for the needs of all road users and modes of transport; and
- Construction effects will be managed through the proposed earthworks methodology as outlined above, ensuring that any potential adverse impacts of the earthworks on the receiving environment will be appropriately mitigated.

Overall, it is considered that the proposal accords with the objectives and policies of the infrastructure provisions.

7.3.2.6 E27 Transport

The relevant provision of E27 Transport seeks to encourage that land use and transport (including public transport, walking and cycling) be integrated in a manner that enables adverse effects of traffic generation on the transport network to be managed. In addition, the objectives and policies ensure that parking and access is designed, located and accessed safely and efficiently for pedestrians and vehicles within and outside the Site.

The proposal is considered to be consistent with these provisions, including E27.2 Objectives 1 – 5 and E27.3 Policies 1, 20 and 21 for the following reasons:

- The proposed roading network has been designed to connect and integrate with the existing network. The new roads meet ATCOP standards, have been designed to accommodate the level of future traffic envisaged in the area and will maintain safety, operation and efficiency within the road network (**Appendix 3H**).

- The proposed roads are consistent with the indicative locations shown in the Wainui Precinct Plan, approved Stage 4C-1 consent and are a key infrastructure required to enable the planned and future growth and development in the area;
- The layout and design of the roading network provides for the needs of all road users and modes of transport, including pedestrians and cyclists;
- The proposed roads tie into the wider roading network to maintain traffic circulation and connectivity. The proposal will complete the missing sections of the existing/approved roading network and together with the proposed JOALs will provide for a fully connected area;
- The layout and design of the roading and JOAL network ensures that parking and pedestrian footpaths are readily accommodated within roads and JOALs to provide for an acceptable level of accessibility to and within the subdivision;
- The development includes a vehicle crossing within 10m of an intersection. This infringement is necessary to accommodate the driveway design on Lot 491. Low height fencing and landscaping is proposed on this corner to provide for driver and pedestrian visibility. A Traffic Assessment (Appendix 3H) has been carried out on these infringements and has confirmed that they will not result in any significant adverse traffic effects on the surrounding road network.
- While no accessible parking or visitor bicycle parking is provided for within the development, given that all dwellings will be subdivided into individual lots with two parking spaces and yard space each, there will be sufficient space within each individual lot to meet the needs of accessible users and visitors via bike.
- The development includes a comprehensive JOAL network with dual carriageways, or alternatively, superlots have direct access to the public street frontage. Dedicated loading spaces are not required given that the JOAL or public street can provide a loading function for the individual lots. This is an accepted arrangement in other similar developments in Auckland; and
- Lighting will be provided within the JOAL environment to support function and safety in accordance with the lighting plans at Appendix 3C and 3M. A condition of consent[49] is proposed to enable superlot build partners to deliver lighting as part of the detailed design package to tie in with their building consents should the final lighting design differ to the proposed lighting plans submitted with this application.

Overall, it is considered that the proposal accords with the objectives and policies of the transport provisions.

7.3.2.7 E38 Subdivision Urban

The relevant provisions of E38 Subdivision Urban seek to enable the process of dividing a site or a building into one or more additional sites or units, or changing an existing boundary location. The relevant objectives and policies relating to the subdivision activity are contained in section E38.2 and E38.3, and of relevance are objectives 1–10 and policies 1-4, 9-20 and 22. The proposal is in accordance with these objectives and policies for the following reasons:

[49] Volume 6: Milldale Stages 10-13, 4C and WWTP Proposed Conditions, Section 3.4, JOAL Lighting

- The subdivision, proposed over two phases, will facilitate subsequent residential development as generally anticipated by the underlying zoning. The lots are an appropriate size and shape to accommodate the proposed dwellings. In providing a mix of dwelling design and typologies, the proposal will provide for the long-term growth and needs of the Auckland region;
- The layout and design of the proposed subdivision scheme responds positively to street interfaces by promoting vehicle access to the rear of each lot via JOALs where practical. This provides for an active building frontage, a positive streetscape environment, and avoid parking/vehicle access along the roads to create efficiencies for traffic flow and safety;
- The layout of the subdivision follows good urban design principles to ensure a legible, well-proportioned and quality environment is achieved. The block layout supports a walkable neighbourhood that is well connected to key open spaces including the Waterloo Creek, Milldale reserve and the Milldale local centre. Landscaping is proposed within the road reserve, JOALs, and public accessway. This will result in the creation of high-quality public spaces;
- The elevation of the residential lots and associated retaining wall structures have been designed to maintain amenity values, adequate sunlight and daylight access on adjacent residential lots and on the local road network. The design of the dwellings will provide passive surveillance and overlooking over the public domain. Any fencing located above the retaining walls is low in height and/or visually permeable to minimise and reduce any shading or dominance effects;
- The layout of the subdivision has considered the existing Milldale stages that have been developed and wider integration to proposed stages 10 – 13. This ensures adequate, legible and integrated connections to the wider infrastructure and roading network are facilitated, not precluded;
- The subdivision manages the risk of adverse effects resulting from natural hazards. All lots will have a suitable and stable ground contour for housing development that is free of hazards, including flooding and overland flow. The primary stormwater network will convey flows up to the 10-year ARI peak flow plus allowance for climate change. Overland flow will be contained within new roading and JOALs in order to convey flows to the reticulated stormwater network. This will provide a defined path for flow away from residential properties. The proposed works will not increase flooding within the Site or to adjoining properties;
- All lots will be serviced by a reticulated water, wastewater, stormwater supply and roading network. Water, power and telecommunication connections will also be provided to each lot;
- The Site is a vacant grassed site which has recently been modified in line with the underlying consents. The subdivision will not impact on historic heritage, cultural heritage, natural features, landscapes, indigenous vegetation or wetlands;
- The subdivision takes into account all features and buildings within the Site. The common boundary walls and 'party wall and maintenance' easements have been identified on the scheme plan along with easements for parking, drainage, and utilities. Amalgamation conditions are proposed where required; and

- A private land covenant will be entered into to ensure long term maintenance and responsibilities for common assets in JOALs.

Overall, it is considered that the proposal accords with the objectives and policies of the urban subdivision provisions.

7.3.2.8 H6 Residential Terraced Housing and Apartment Building

The H6 Residential THAB Zones chapter provisions aim to provide for urban residential living in the form of terrace housing and apartments. The purpose of the zone is to make efficient use of land and infrastructure, increase the capacity of housing and ensure that residents have convenient access to services, employment, education facilities, retail and entertainment opportunities, public open space and public transport. This will promote walkable neighbourhoods and increase the vitality of centres.

The relevant objectives and policies relating to development in the THAB zone are contained in section H6.2 and H6.3, and of relevance to the proposal are objectives 1 – 3 and policies 1, 3, 5 – 10. The proposal is in accordance with these objectives and policies for the following reasons:

- The THAB provisions seek to ensure that land adjacent to centres and near the public transport network is efficiently used to provide high-density urban living that increases housing capacity and choice and access to centres and public transport. The Milldale 4C development will deliver residential lots and dwellings that are in keeping with areas that have been planned for urban built character to enable terraced housing;
- The location of the development in the heart of Milldale will ensure that the future residents will benefit from the amenity that has been delivered within the wider area;
- The design of Milldale 4C achieves attractive and save streets and public open spaces. The proposed layout of the development prioritises rear loading of the units where possible to ensure there is an active street frontage. This is balanced with providing sufficient areas of private outdoor space on the lots, achieving quality onsite residential amenity for residents and the street;
- The proposed units will meet the day-to-day needs of the residents through providing privacy and outlook, access to daylight and sunlight along with accessible and functional outdoor living spaces;
- Onsite management of stormwater has been proposed across the development, alongside minimising the areas of impervious surfaces. This that adverse effects on water quality, quantity and amenity values are avoided or mitigated;
- Development infringements in the THAB zone across Stage 4C include a building in a side yard, height to boundary infringement, building coverage, impervious surfaces, outdoor living space, retaining walls in front yards and combined retaining walls and fencing on front, side and rear yards. Comments are provided as follows:
    - Onsite stormwater tanks ae necessary on several of the superlots where stormwater detention is unable to be provided in a JOAL. Tanks have been sited away from outdoor living spaces where practical and aligned alongside fencing to reduce potential bulk and dominance effects;

- On the whole, the development largely complies with the building envelope controls. Some individual lots exceed the building coverage allowances, and one lot has a small portion of the building pass through a height to boundary plane. Overall, it is considered the proposed development has been well designed, includes building articulation and modulation, complementary landscaping schemes and functional and useable outdoor spaces which contribute to an overall acceptable scale and intensity of development in line with what is anticipated in the urban setting of the THAB zone;
- Careful consideration has gone into the planning of each superlot and individual sites to achieve good onsite amenity for future residents use and enjoyment. Most lots comply with the outdoor living space requirements. Where small infringements are proposed, it is considered that mitigating factors in the form of north facing orientation, generous outdoor living space sizing and dimensions, and landscaping will still meet the objectives of good design; and
- The walls are necessary to create suitable site contours to enable future residential development and to support the roading network. While retaining walls have been minimised where possible, some are unavoidable. Levels have been manipulated throughout the Site to reduce retaining walls heights, particularly where these front the public streets. Similarly, fencing is required to provide for both safety and amenity considerations. Where possible, fencing heights have been minimised to reduce the overall impact of their height when combined with retaining walls. Fences are 50% transparent where fronting on to public spaces and roads. Overall, it is considered that the retaining walls and fencing will not detract from the overall amenity of the development.

Lastly, it is important to note that while the Site is zoned to enable intensive housing, the THAB policy framework does not preclude the Site from being developed with residential development of a lessor intensity. Rather, the policy framework is inclusive, focused on ensuring that high quality urban residential living in close proximity to amenities and transport links is achieved. In this regard:

- The proposed housing provides for comprehensive residential development with terraced housing typologies ranging from 2 bedroom to 4.5 bedroom typologies. These have been designed with smaller lot sizes, active street frontage, urban landscaping scheme and a connected JOAL network. These design features all contribute to a character that is decidedly urban when compared to the wider single detached housing typology within Milldale;
- It is anticipated that the planned character of Milldale THAB zones, compared to THAB zoning in and around the central city and metropolitan centres, would be of a lower intensity, commensurate to the scale of existing and consented development in Milldale; and
- It is important that the proposal is a commercially viable development both in terms of meeting market demand and maintaining commercial viability for the developer in order to successfully deliver quality housing supply, ensure cohesiveness with the Milldale neighbourhood character.

Overall, it is considered that the proposed development accords well with the relevant THAB policy framework. In terms of positive effects, the proposed housing will meet actual market demand in this outlying Auckland suburb. To this end, the proposed housing typology, intensity and scale is

an appropriate land use for the Site. The development will be compatible with the existing and establishing residential development in Milldale.

7.3.2.9 H7 Open Space Zones

The H7 Open Space Zones chapter sets out the framework for providing for and managing open space. The majority of land zoned as open space is vested in the Council or is owned by the Crown. However, some areas zoned open space are privately owned. While the open space zones generally provide for public use, some privately owned, or Crown-owned sites may restrict public use and access. A portion of the Site is located within the OSC zone alongside Honohono Avenue.

The relevant objectives and policies relating to the OSC zone are contained in section H7.4.2 and H7.4.3. The proposal is in accordance with these objectives and policies for the following reasons:

- The proposed development within the OSZ is a result of the zone boundary placement in relation to the adjacent THAB zone. The Milldale zoning was established before urban development began, leading to anomalies in zone boundaries that do not always align with lot boundaries; and
- In this case, the anomaly applies to small slivers of land alongside the Honohono Avenue road alignment. Blanket consents have been approved in the past to enable residential development and the THAB standards to apply to development on these OSC zone slivers. Therefore, to enable this planned outcome and provide for an efficient subdivision layout, which aligns with the Honohono Avenue boundary, it is necessary to subdivide across the zone boundary; and
- Sufficient open space has been provided across the Milldale development, and the small OSZ areas within Stage 4C that will be developed are not expected to significantly impact the overall objectives of the OSZ.

Overall, it is considered that the proposal accords with the objectives and policies of the open space zone.

7.3.3 AUP(OP) Assessment Criteria

The AUP(OP) specifies the relevant assessment criteria to be considered in assessing this application for each of the consent matters in the chapters identified in 7.3.2 above. These criteria largely cover the same matters that have been discussed and assessed in the above report, pertaining to environmental effects and the objectives and policies of the AUP(OP).

In particular, the proposal is generally compliant with the AUP standards, and where there are non-compliances, appropriate mitigation measures have been proposed through management plans, works methodologies, or conditions of consent.

Overall, the proposal meets the assessment criteria of the AUP(OP) for the reasons described in Section 6 and 7 above.

7.4 Treaty Settlements and Iwi Management Plans

Matters relating to Treaty Settlements and iwi management plans have been assessed in the Overview Report (Volume 1).

7.5 Section 106 Assessment

The RMA sets out additional circumstances when a consent authority may refuse subdivision consent. To this end:

- The Site is not subject to any of the natural hazards referred to in s106 as detailed in the body of this report and associated appendices.
- Sufficient provision has been made for legal and physical access to each allotment created by the subdivision.

Therefore, the subdivision does not raise any concerns that might prompt the consent authority to invoke the s106 provisions.

7.6 Statutory Considerations Summary

Overall, the application is considered to be consistent with, and not contrary to, the applicable provisions of the relevant National Environmental Standards, National Policy Statements and the AUP(OP).

8.0 Conclusions

The proposal involves the development of Stages 4C of the Milldale development. Stage 4C will provide for 168 detached and terraced dwellings across 21 superlots, 13 JOALs, one balance lot, three local roads, and one public accessway supported by transport and three waters infrastructure. Based on the above report, and information included in the Overview Report (Volume 1) and Proposed Conditions (Volume 6), it is considered that:

- Appropriate consultation and engagement have been undertaken with Auckland Council including Auckland Transport and Watercare, Mana Whenua, and the Administering Agencies;
- Consideration of planning documents recognised by relevant iwi authorities and lodged with Auckland Council has been undertaken;
- Having considered the actual and potential effects of the proposal, the proposal will generate only minor adverse effects that, subject to appropriate conditions of resource consent, will be avoided, remedied or mitigated;
- The proposal accords with the relevant AUP(OP) objectives, policies and assessment criteria;
- The proposal meets the requirements of the NESCS and NES-F;
- The proposal accords with the NPS-UD, NPS-FM and NZCPS;
- The proposal achieves the purpose of the FTAA to facilitate delivery of infrastructure and development projects with significant regional or national benefits;
- The proposal is considered to be consistent with Parts 2, 3, 6, and 8 to 10 of the RMA; and
- The proposal is considered to be consistent with the purpose, principles, and relevant sections of the NZHPT Act.

It is therefore concluded that the proposal satisfies all matters the EPA is required to assess, and that it can be granted consent under the FTAA subject to conditions.