

# Milldale Fast-Track

29/07/2025 – Auckland Council Response

**Annexure 27:**

**Rodney Local Board**

## **Rodney Local Board Feedback**

### **BUN60446761 / FTAA-2503-1038 - Milldale Fast-track Application**

#### **Out of sequence development in Rodney.**

- 1) In the Rodney Local Board area, we already have massive infrastructure deficits in our greenfield developments that are lived zoned. There is no funding allocated to address these issues in the near term. It is our view, that out-of-sequence developments without the necessary infrastructure prerequisites will only worsen this funding gap and ultimately result in overcrowded schools, parks with no facilities, limited open green space, unbearable traffic congestion, and temporary waste and water solutions. As detailed in the Future Development Strategy, we need to ensure that there is a planned approach to delivering infrastructure, not ad hoc developments that ultimately lead to urban sprawl and poor outcomes.
- 2) There are large lived zoned areas in Auckland which are still not developed, are fully serviced and are in walking distance to the park n rides, secondary schools and established community facilities. If we continue to allow out of sequence greenfield development, areas that are development ready will continue to remain vacant, as land values are significantly lower in rural areas for developers.
- 3) The area within in the proposed fast track application is not scheduled to be developed until 2050 and if delivered decades earlier without the necessary infrastructure prerequisites identified in the Future Development strategy, this will have adverse effects on traffic safety, congestion, the environment and community facilities.

#### **Impact on traffic congestion and safety.**

- 4) We express concern that there are no upgrades proposed to the integrated transport networks to mitigate the effects of increased traffic generated by this proposed development and there is no funding in the Regional Land Transport Plan 2024 to 2034 allocated to address these issues. We already have bus stops with no funded bus service in Milldale and this out of sequence development will put additional strain on the limited funding available for major transport projects.  
While the Wainui Precinct has relatively close proximity to SH 1, traffic congestion is a major problem along SH 1 between Albany and Silverdale, the motorway interchanges are gridlocked during peak travel times, at both Silverdale and Millwater. While Penlink once operational will reduce traffic volumes through Silverdale this will be offset as houses are constructed in the the live zoned Milldale development as there still capacity for approximately another 2700 dwellings.

#### **Below is a summary of the current traffic safety and congestion issues:**

- 5) South bound traffic along SH1 from Silverdale to Albany is gridlocked at peak times in the morning and in the afternoon, it is gridlocked in the North bound direction.

- 6) Parking at the Hibiscus Park n Ride at Silverdale, which provides access to the Northern Busway is full at 7.30am and there is no plans or funding within the 10-year Regional Land Transport Plan for additional carparks at this park n ride facility.
- 7) There is a feeder bus service from Milldale that runs every half hour to the Hibiscus Park n Ride but that only services part of the Milldale development that is live zoned. There is no allocated funding available to increase the bus service to the bus stops already built by the developer in Milldale such as those on Maurice Kelly Road even though the adjacent housing is now occupied.
- 8) For current residents of Milldale, there is no direct cycling and walking from Milldale to the Hibiscus Coast Park n Ride in Silverdale, as the Highgate bridge over SH1 is very indirect route to what is a relatively short distance to the Park n Ride , as cyclists will need to go via both Millwater and Silverdale shopping centre due to the roading layout.
- 9) The roundabout at the Silverdale interchange with SH1 is gridlocked and while Penlink once constructed will reduce traffic volumes through the Silverdale Interchange, this will be offset by the traffic increase from future housing which is still to be built/occupied in the live zoned areas of Milldale
- 10) There is no funding available for separated bus lanes on SH1 between Silverdale and Albany, in both North and South bound direction. The NZTA Silverdale Bus Priority Lane Project is a for Northbound Lane only and will provide a wider emergency stopping lane that will be utilised as a bus priority lane between 3pm – 7pm
- 11) The motorway interchange at Millwater/Milldale is now congested and gridlocked at peak times.
- 12) The alternative to using SH1 from Silverdale to Albany is via Dairy Flat Highway, however the Dairy Flat Highway towards Albany is now gridlocked during peak times and the project to widen Dairy Flat Highway from Stevensons Crescent to Gills Road is no longer funded.
- 13) Wainui Road near Milldale is becoming increasingly congested at peak times.
- 14) The Pine Valley Road and Dairy Flat Highway is becoming increasingly more difficult for vehicles turning right onto Dairy Flat Highway.

### **Other traffic issues within the proposed development**

- 15) We express concern around the use of blanket consents in this application for infringing on of vehicle crossings and driveway gradient standards, as this will have adverse effect on pedestrian and cycling safety
- 16) We express concern that there are no off-road cycleways incorporated into the design for local roads and believe that this is a missed opportunity to create safe cycling connections across this greenfield development which is essentially a blank canvas.
- 17) We do not agree with the statement in this application that a strong public transport network that has been designed, as there no separated bus lanes provided in the developments and no funding available for the bus service.

### **Suggested conditions to mitigate the impact on traffic congestion and safety.**

As detailed, this development will have adverse effects on congestion and traffic safety. To mitigate this risk, we suggest the following conditions of consent:

- 18) The signalling of the Pine Valley and Dairy Flat Highway intersection needs to be delivered before earthworks start on this this fast-track development can start
- 19) The Silverdale interchange with SH1 is upgraded for safety including safe pedestrian and cycling access
- 20) Wainui Road is upgraded to an arterial road and roundabouts are constructed at the intersections with new roads before development starts.
- 21) As this is an out of sequence development, there is no funding in the Regional Land Transport plan for the existing public transport (PT) network to be extended within this proposed fast track development, we request that this funded by the developer until funding is available.
- 22) As this is an out of sequence development there is no funding allocated in the Regional Land Transport plan 2024 to 2034 to fund the key transport infrastructure projects that will be needed such as the Park n Ride and RTN through to Milldale, and walking and cycling access across the Silverdale interchange, and we request that NZTA investigate funding of these projects in part via financial contributions levied on this development to ensure that they pay their share of the cost of these projects which will need to be brought forward decades sooner than planned as result of this development.
- 23) We request that the new roads including local roads within this development are wide enough to accommodate on street parking, Council refuse trucks, emergency services vehicles, walking and safe cycling.

- 24) We request that all dwellings within this proposed development have at least two off street car parks.

**Neighbourhood parks and community facilities.**

- 25) We express concern that there is a lack of proposed neighbourhood parks within this fast-track development and there has been no consultation with the Rodney Local Board around the proposed two new neighbourhood parks. Local Boards now have greater decision making including the purchase and disposal of assets and managing the maintenance budgets for community facilities and therefore we should have been involved in this decision-making process.
- 26) We express concern that within the live zoned Milldale development there is no funding in the long-term plan for playing fields, libraries, tennis courts or any community buildings and there are very little recreational opportunities for older children and adolescents and this has the potential to create social issues. If this out of sequence development is approved this will exacerbate the lack of sport and play opportunities for Milldale residents young and old.
- 27) We express concern that there is no funding for purchasing the proposed neighbourhood parks or funding the future park infrastructure in the Auckland Council 10 year long term budget as this development was not anticipated by Council until 2050.
- 28) We express concern that the size and quantity of the parks to vest to Council is based on the Auckland Council Open Space Provision Policy 2016 not the updated 2025 policy.
- 29) We express concern that the policies for open space are based on the minimum amount of open space required and assumptions have been made on the density of this development by Council which may not be correct.
- 30) As this development is not scheduled until 2050, we suggest as a condition of consent that the proposed neighbourhood parks are vested to Council at no cost and that the developer funds the park infrastructure.

**Greenways Connections:**

- 31) We request that the cycleways within the development connect with the trail network identified in the June 2019, Rodney Local path (Greenways) long term plan as per 3.4 Proposed Greenway Network Plan Map 1 of 6: Waitoki and Wainui.

**Rezoning of Open Space Conservation for housing and removal of trees**

- 32) We do not support the proposal for the Open Space Conservation zone to be developed for housing and the use of blanket consents to do so. We are concerned that we will lose valuable green space within this development, and it will impact on health and wellbeing of the future community.

- 33) As a Local Board we have requested that the Council led Plan Change 96, to rezone the land from Open Space Zone to a housing zone in the live zoned Milldale development, is declined. At this stage Plan Change 96 is with Council legal team and not progressed to an independent hearing yet.
- 34) There has been no consultation between Council and the Rodney Local Board regarding Open Space Conservation zone in this development *'being surplus to Auckland Council Parks requirements for recreation'* and we believe that retaining the Open Space Conservation Zone as open space will enhance the amenity of this development and provide for informal recreation.
- 35) We express concern that this application includes the removal of 697 trees including trees within the Open Space Conservation zone.

**Removal of streams and flood and land stability risk**

- 36) We express concern that the subject matter experts have identified natural hazards within the development as detailed in the following extract: *'Geotechnical Report ,Stages 10-13 are underlain by the less than favourable Northland Allochthon geology along with boundary constraints whereby the steep gradients of the site are fixed. Furthermore, there are frequent watercourses and wetlands identified across the site that pose significant constraints to the success of slope stability remediation for the proposed urban development'*
- 37) We express concern that this proposal includes the diversion of approximately 1,134m of intermittent stream length; partial reclamation of approximately 1,028m (402.3m<sup>2</sup>) of intermittent stream extent and reclamation of 16 wetlands totalling an area of 2.02 ha, this activity should be avoided as will have adverse impacts on the environment
- 38) We express concern that this development has identified flood hazards and challenging land stability issues, and we are concerned that the proposed engineered mitigations and changing of landform including the removal and diversion of streams and wetlands may fail during extreme weather events and put future residents in harm's way. With limited resources we should be focussing new housing developments in climate resilient areas and working with natural landforms and not areas with identified natural hazards, that risk putting residents in harm's way.
- 39) We express concern that urbanisation within a flood zone and resulting increase in impervious surfaces will result in flood waters being diverted to neighbouring properties during extreme weather events.
- 40) We request that integrated stormwater planning for all stream catchments within the development area including all surrounding drainage sub-catchments is completed before any development occurs.

### **Temporary Wastewater Solutions**

- 41) We express concern that this development will require a temporary wastewater treatment plant. There will be an increased risk of environment during extreme weather events if this temporary plant fails. We request that conditions of consent include strict monitoring by both applicant and Council compliance team.
- 42) We express concern that the temporary wastewater treatment plant will have adverse effects on neighbouring properties with regards to odour and noise and have high operating costs for residents.

### **Other issues**

- 43) We express concern regarding blanket use consents for noncompliance of design standards and to also allow more than one dwelling within the Single House Zone especially as there are only two parks being provided for this development and there will be a removal of green open space with proposed building in the Open Space Conservation Zone.
- 44) We express concern about the large volume of earthworks needed in this development (i.e. (i.e 774,125m<sup>3</sup> of cut and 1,034,700m<sup>3</sup> fill) and the impact of noise, vibration and dust will have on existing residents, we suggest that these activities are only allowed between the operating hours of 8am and 6pm Monday to Friday.
- 45) We are concerned about timing and funding of the new proposed secondary school in the area and this needs to be considered before more out of sequence housing developments are consented.

Prepared by: Louise Johnston 12 June 2025.