WAINUI PRECINCT

MILLDALE STAGES 10 - 13 SUBSTANTIVE APPLICATION

URBAN DESIGN REPORT

Wainui East, Auckland, New Zealand

Fulton Hogan Land Development Ltd (FHLD)

DOCUMENT CONTROL

Job Number:
P24-128

Project:
Milldale - Stages 10 - 13 Subdivision

Client:
Fulton Hogan Land Development Limited

Date:
28 March 2025

Version:
V1

Issue Status:
Substantive Applicaiton

Originators:
Fergus McArthur - Urban Designer,
Sean Wu - Senior Associate Urban Designer

Reviewer:
Sean Wu - Senior Associate Urban Designer,
Emma Howie - General Manager - Planning & Urban Design

Authorisation for Issue
Emma Howie - General Manager - Planning & Urban Design

Wood & Partners Consultants Ltd
Level 1, Building B, 8 Nugent St, Grafton, Auckland 1023, NZ
PO Box 6752 Wellesley Street, Auckland 1141, NZ
Ph: 09 308 9229 E: Fergus.McArthur@woods.co.nz
www.woods.co.nz

Fergus McArthur – Urban Designer, Wood & Partners Consultants Limited

I am a Urban Designer at Wood & Partners Consultants Ltd. Wood & Partners Consultants Ltd. is a multi-disciplinary consultancy specialising in planning, urban design, engineering, water infrastructure, and surveying. I have been employed at Wood & Partners Consultants Ltd since June, 2024.

I hold the qualifications of BUrbPlan(Hons) MUrbDes and from the University of Auckland, which I completed in 2019 and 2021. I am a member of UDINZ, and the Urban Design Forum.

I have 5 years of professional experience in Urban Planning and Urban Design, including roles such as Urban Planner and Urban Designer at Harrison Grierson. My experience includes residential and industrial masterplanning, structure plan design, urban design assessment writing, and preparing urban design guidelines.

I confirm that, in my capacity as author of this report, I have read and abide by the Environment Court of New Zealand's Code of Conduct for Expert Witnesses Practice Note 2023.

Sean Wu – Senior Associate Urban Designer, Wood & Partners Consultants Limited

I am a Senior Associate Urban Designer at Wood & Partners Consultants Ltd. Woods is a multi-disciplinary consultancy specializing in planning, urban design, engineering, water infrastructure, and surveying. I have been with Woods since 2016.

I hold a Bachelor of Architecture (Hons) and Master of Architecture (Hons) from the University of Auckland | Waipapa Taumata Rau, which I completed in 2006. I am a member of the New Zealand Institute of Architects (NZIA) and the Urban Development Institute of New Zealand (UDINZ).

With over 19 years of experience in both urban design and architecture, I have worked across New Zealand and internationally. My expertise spans across all stages of urban development, from masterplanning to detailed design implementation and construction, particularly in large-scale residential developments. I have been directly involved in providing design guidance, review, and assessments for projects such as Milldale, Paerata Rise, Ormiston, and Drury East, all of which focus on delivering vibrant and high-quality urban environments.

I confirm that, in my capacity as both the author and reviewer of parts of this substantive application, I have read and abide by the Environment Court of New Zealand's Code of Conduct for Expert Witnesses Practice Note 2023.

Emma Howie – General Manager, Wood & Partners Consultants Limited

I am a Planner / General Manager of Planning & Urban Design at Wood & Partners Consultants Limited (Woods). Woods is a multi-disciplinary consultancy specialising in planning, urban design, engineering, water infrastructure, and surveying. I have been employed at Woods in two periods, first from 2013 to 2016 and again from 2023 to the present.

I hold a Bachelor of Planning (Hons) from the University of Auckland | Waipapa Taumata Rau, completed in 2010, and am a Full Member of the New Zealand Planning Institute | Te Kōkiringa Taumata.

I have over 14 years of professional experience in resource management planning, spanning both the public and private sectors. My experience includes land development and subdivision projects, with a focus on delivering master planned communities in Pōkeno, Long Bay, Hingaia, Paerata Rise, and Milldale. I have also led planning for large-scale infrastructure projects, including the Notice of Requirement for Auckland Airport's second runway and the planning of new schools and kura across Aotearoa. My expertise covers the preparation and management of a broad range of planning applications, including district and regional resource consents for bulk earthworks, subdivisions, discharges, and integrated residential developments, as well as the preparation of Notices of Requirement and Outline Plans. I have been involved in submissions on planning documents and the preparation and presentation of planning evidence at Council hearings and have participated in Environment Court mediation.

I confirm that, in my capacity as a reviewer of parts of this substantive application, I have read and abide by the Environment Court of New Zealand's Code of Conduct for Expert Witnesses Practice Note 2023.

CONTENTS

1.0 INTRODUCTION

1.0 INTRODUCTION

1.1 INTRODUCTION

This report has been prepared in support of the application by Fulton Hogan Land Development (FHLD) for a substantive applicaiton to the Environmental Protection Authority (EPA) under the Fast-Track Approvals Act 2024 (FTAA).

The substantive application is required for bulk earthworks, subdivision, streamworks, water permits and discharge consents for the development of 623 residential lots, 27 residential superlots, 1 nieghbourhood centre lot, jointly owned access lots (JOALS) and roads to vest, esplanade and reserves to vest, and all associated works, landscaping and infrastructure.

FHLD are proposing the subdivision and development of the site into a medium density residential development. The proposal will result in the development of the site into 623 residential lots, 27 residential superlots, jointly owned access lots (JOALS) and roads to vest, esplanade and reserves to vest, and all associated works, landscaping and infrastructure.

The development will require land modification works to facilitate Stages 10 - 13 of the Milldale Fast Track application. This includes bulk earthworks across the site to refine the site to the required finished levels.

1.2 PURPOSE AND SCOPE

This Urban Design report supports the fast track application by FHLDL to authorise Milldale Stages 10 - 13 subdivision. The purpose of this urban design report is to assess the Stages 10 - 13 Subdivision proposal against the AUP precinct and zone provisions. This report summaries the key issues and provides an overview of how the intended urban design outcomes support the associated design principles and strategies.

The background of the project is described in the subdivision consent application Assessment of Environmental Effects (AEE) and is not repeated in this report.

1.3 KEY OBJECTIVES

Employing a collaborative design process, using best practice design principles, ensures a robust, flexible framework that responds to market conditions while fully supporting the project vision. These key objectives are in accordance with the Milldale Design Guidelines and are used to achieve an overall positive development and design outcomes throughout Milldale.

Operationalising the key objectives will:

- Deliver a mix of housing typologies that meet market demand.
- Work with existing site constraints such as topography and stormwater.
- Integrate with proposed and future development opportunities on neighbouring properties.
- Apply insights gained from earlier stages to evaluate their success and incorporate these lessons into Stages 10 – 13.

Implementing Milldale development characteristics will:

- Maintain overall design cohesiveness through character and identity.
- Offer a mix of housing typologies and densities.
- Create a range of block sizes to cater for changing market demands.
- Ensure street network connectivity providing vehicle and pedestrian safety.
- Incorporate a network of greenways that provide pedestrian connectivity, amenity and stormwater management integration.
- Provide an open space network that supports a variety of recreational opportunities.

2.0 SITE CONTEXT AND ANALYSIS

2.0 SITE CONTEXT AND ANALYSIS

2.1 EXISTING REGIONAL CONTEXT

The Wainui Precinct area is approximately 305 hectares and is intended to accommodate 4,500 new dwellings, a Local Centre, Neighbourhood Centres, and parks of various scales (Figure 1). The Precinct Plan detailed in the Auckland Unitary Plan: Operative in Part (AUP) illustrates the Wainui Precinct in relation to the surrounding area.

Proximity to Local Centres

- Silverdale.
- Orewa.

Accessibility

- Wainui Precinct is 25 minutes north of Auckland City.
- Direct access to State Highway 1 with 2 entries.
- Public transport, including dedicated bus services within Wainui Precinct which will be integrated into the wider transport network for North Auckland.

Proximity to major open space

- Silverdale War Memorial Park, Silverdale.
- Bonair Park, Silverdale.
- Totara View Reserve, Red Beach.
- Metro Park, Silverdale.

Work, Leisure and Social Opportunities

- Work: Silverdale Retail Centre, Silverdale Mall and Highgate Business Park for employment and business opportunities.
- Leisure: Northern Arena, Snowplanet, Megazone and the Auckland Adventure Park for entertainment.

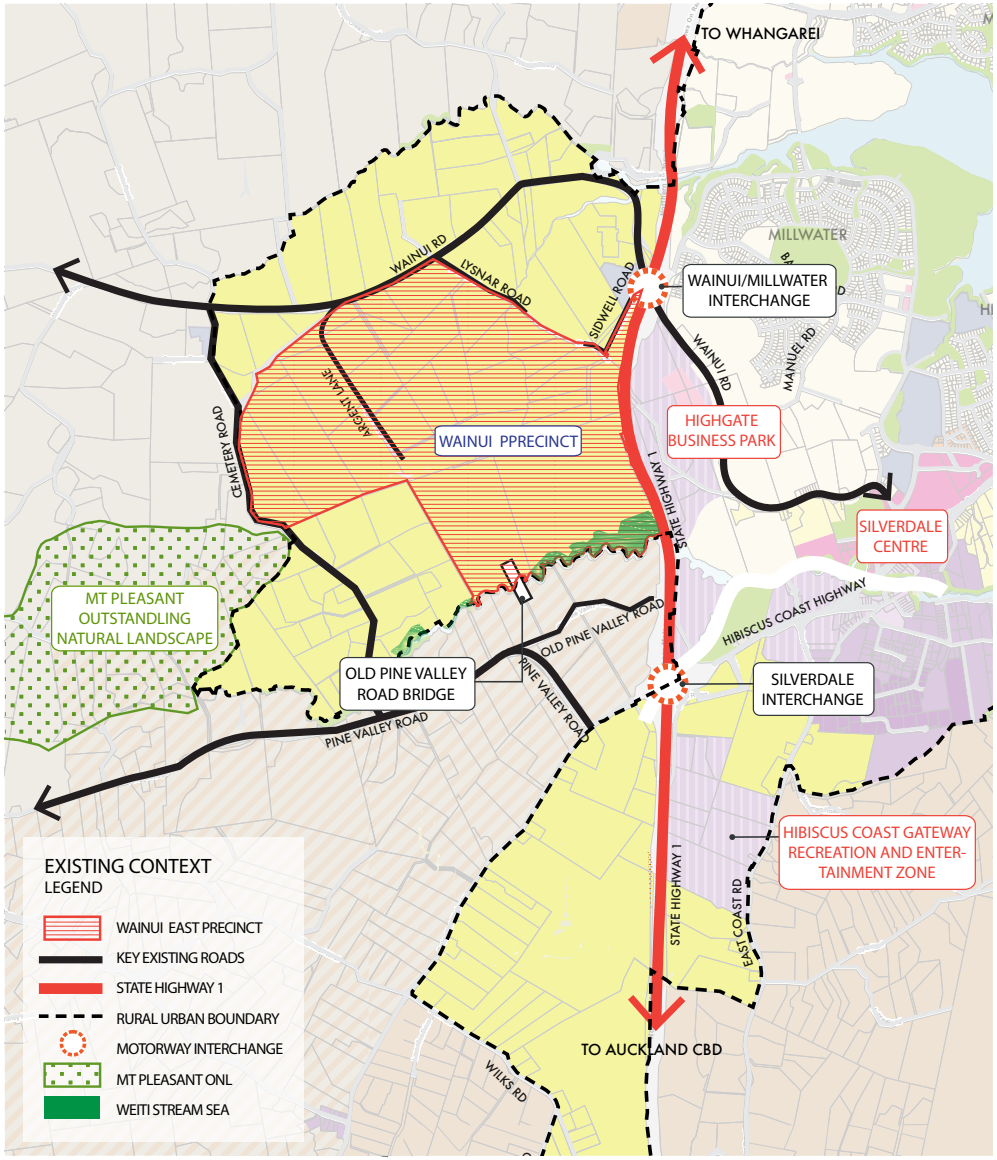


FIGURE 1: LOCATION OF WAINUI PRECINCT

2.2 EXISTING LOCAL CONTEXT

The Wainui Precinct Plan provides a comprehensive design solution across the Precinct. The key vision and design principles provide a master planned community that is well connected and walkable, has a mix of uses, contains quality open space, exhibits a strong identity and sense of place, and most importantly, accommodates housing demand and growth in Auckland by offering diverse housing choices.

Stages 10 - 13 are irregular shaped sections of rural land which have been used for grazing and other rural activities. Stages 10 - 11 are located along the northern edge of the Milldale development / Wainui Precinct, situated to the north of Stage 5 and Stage 6. The northern part of the Stages 10 and 11 are bounded by Wainui Road and Lysnar Road. Beyond Wainui Road the northern boundary is defined by the end of the live zoning, where the road abuts the Future Urban Zone. However, land north of Wainui and Lysnar Roads fall within FHLD's Private Plan Change application for Milldale North that was lodged in mid-2024. To the east of Stage 11 is Argent Lane, the existing rural road is to be upgraded to an arterial and connect to the Milldale Local centre. Wainui Road connects to the State Highway 1 off ramp and overbridge.

Stages 12 - 13 are situated to the west of Argent Lane, Stage 7 and Milldale Local Centre. Stage 12 is bounded largely by Lot 4 DP 151229 on it's east, the northern boundary is defined by the boundary of the live zoning, where the precinct abuts the Future Urban Zone. Stage 13 is located south of Stage 12, with a boundary east to Stage 7. To the south of Stages 12 - 13 the edge of the precinct is bound by the live zoning, switching to a Future Urban Zone. To the west a proposed road acts as the precinct boundary to existing rural land which is zoned Rural Production.

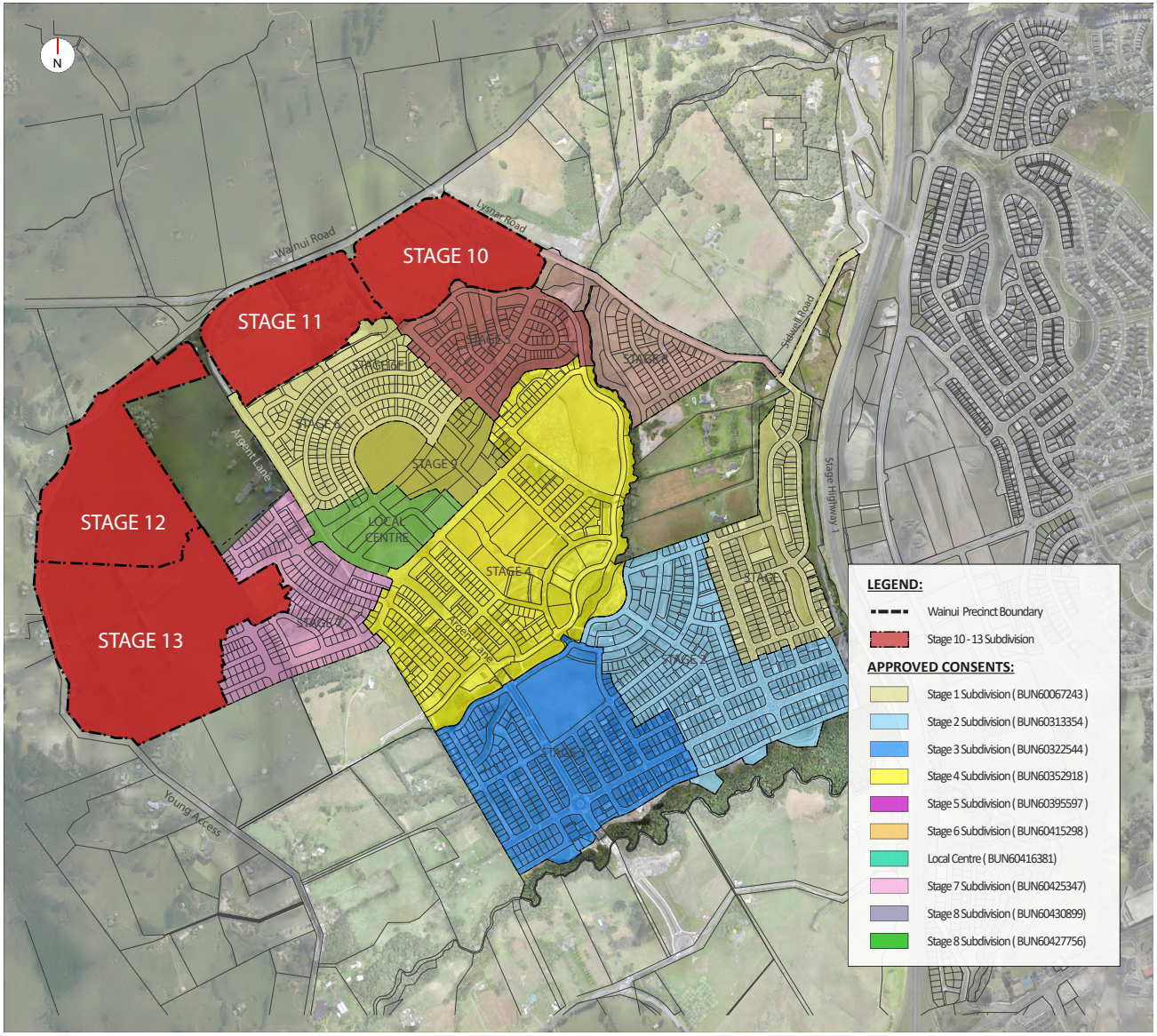


FIGURE 2: LOCATION OF STAGE 10 - 13 SUBDIVISION AREA + EXISTING SUBDIVISION CONSENTS

2.3 EXISTING SITE FEATURES

The site subject to this application is located within the Milldale development and referred to as the Milldale Stages 10 – 13 subdivision areas (the Site). The site consists of land covered by Lot 9006 DP 602895; Lot 9007 DP 602895; Lot 1 DP 147739; Lot 1 DP 488814; Lot 2 DP 488814; Lot 3 DP 488814; and Lot 2 DP 147739; Lot 4 DP 353309 and Lot 2 DP 130515. Stages 10 – 13 are located within the northern and western extents of the Milldale development and comprise the remaining undeveloped greenfield stages of Milldale.

Overall, the Site covers a total area of approximately 71ha. The Site is bordered by Wainui Road to the north, incorperates Lysnar Road to the north-east, and undeveloped land to the west. Previously consented Milldale stages are located to the south of the Site including Stages 5 – 8 and the Milldale Town Centre.

A full description of the Site and surrounds is provided in the application AEE.

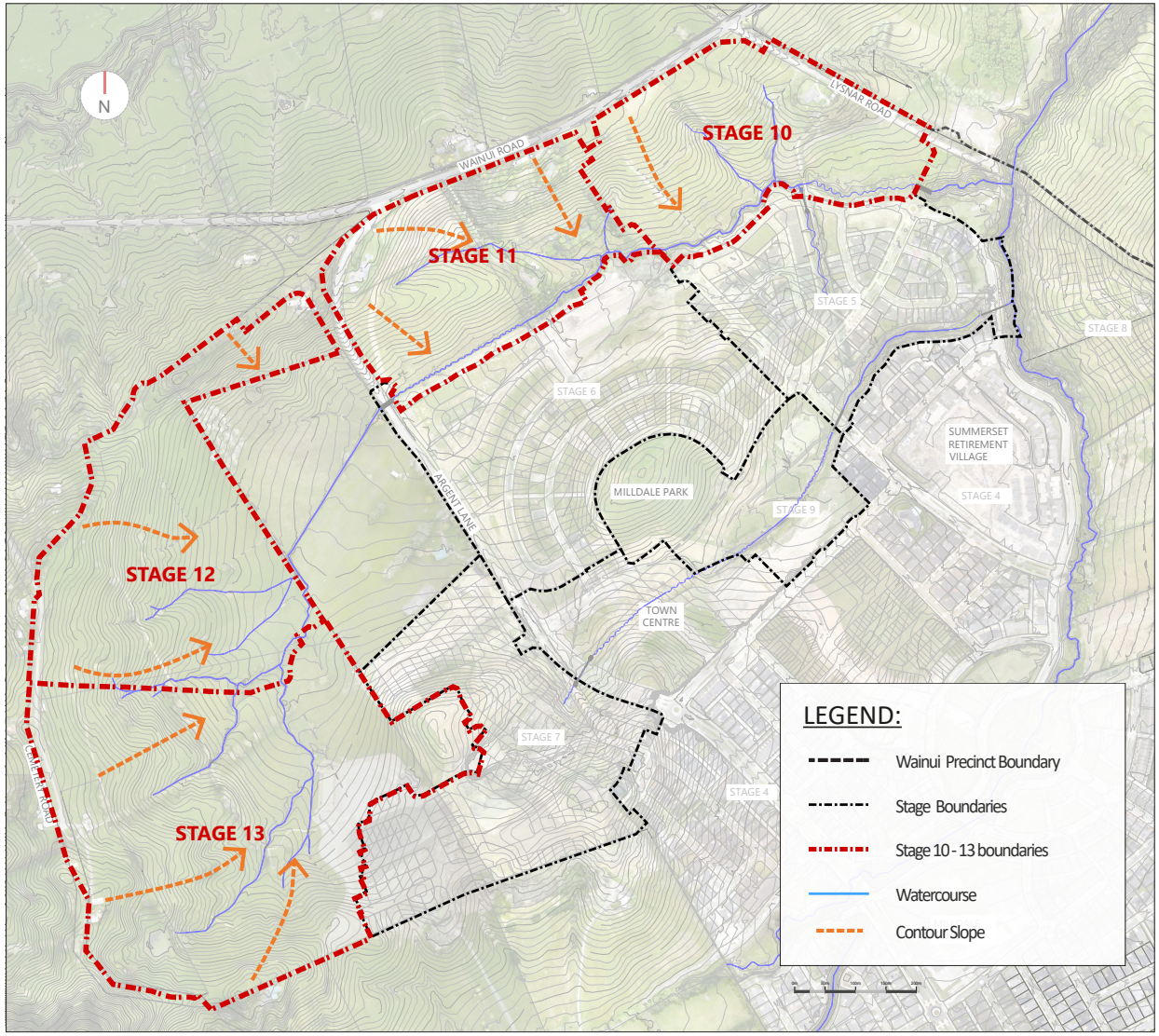


FIGURE 3: EXISTING SITE FEATURES

2.4 WAINUI PRECINCT PLAN

2.4.1 MOVEMENT FRAMEWORK

- The Wainui Precinct Plan (refer to Figure 4) identifies the key indicative movement network that will provide connections within the Milldale development. The roads form a high-level grid network and have been set out to follow the natural topography.
- In Stages 10 - 11 the Wainui Precinct Plan contains a section of an indicative district arterial road (Argent Lane), and two indicative collector roads. The central north-south collector road provides a key connection to Waiwai Drive and the Milldale Town Centre. The second north-south collector road which currently exists as the rural Lynsar Road would connect to future development outside the Milldale area. Upgrades to the existing Argent Lane to an indicative district arterial connects to the Milldale Town Centre.
- For Stages 12 - 13 the Wainui Precinct Plan contains three indicative collector roads. The central north-south and east west collector roads provide key connection to Argent Lane and southern future development outside of Milldale. The east-west collector road in Stage 13 extends from Milldale Local Centre through to Argent Lane and connects to the central north-south collector road.
- Indicative reserve edge roads are proposed along stream reserve areas. The reserve edge roads would provide greater amenity and encourage pedestrian connectivity through green networks.

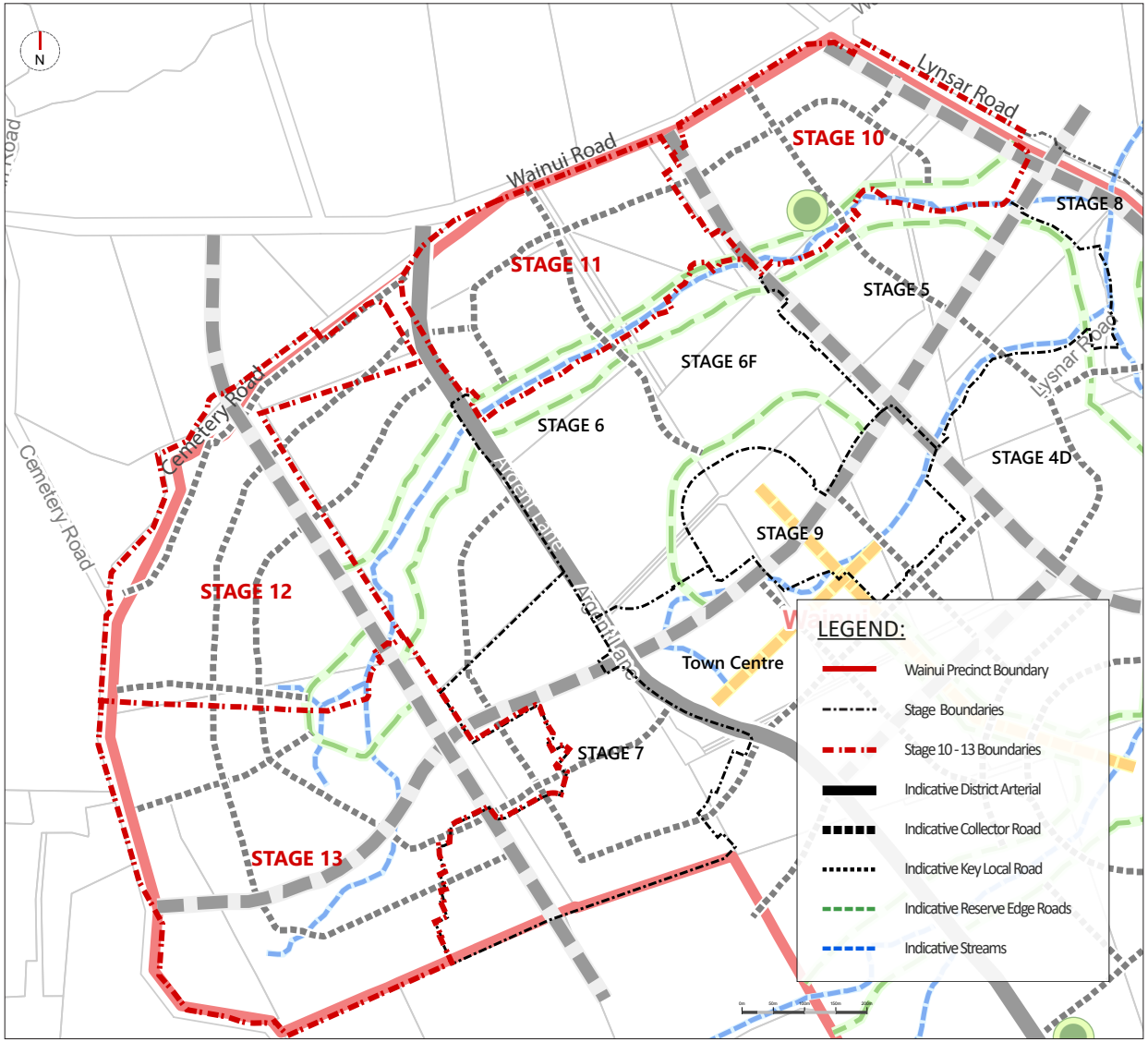


FIGURE 4: WAINUI PRECINCT PLAN - MOVEMENT FRAMEWORK

2.4.2 LAND USE AND ACTIVITY

- Stages 10 - 13 are currently characterized by rural-residential land uses and rural pasture land, zoned Residential - Single House Zone, Mixed Housing Suburban, Mixed Housing Urban, Business - Local Centre Zone, Open Space - Conservation Zone (refer to Figure 5).

- The edges of Stages 10 and 11 are bound by Lynsar Road and Wainui Road to the east and north, with the land beyond the precinct boundary zoned Future Urban, anticipated for future development.

- The neighbourhood centre in Stages 5/6F is zoned as Neighbourhood Centre, but have largely been developed for residential activities in accordance with approved consents.

- The land north of Stages 10, 11, and 12 is zoned Future Urban and expected to be developed in the future, while the land west of Stages 12 and 13 remains Rural - Rural Production Zone. The area north and west of Stages 10 - 13 is primarily rural with occasional country living residences.

- The Milldale area, located south of Stages 10 - 13, is rapidly developing, with a town centre and large recreational reserve centrally located. The existing and proposed built environment primarily consists of single-detached, semi-detached, and terraced housing, catering to a diverse range of future residents.

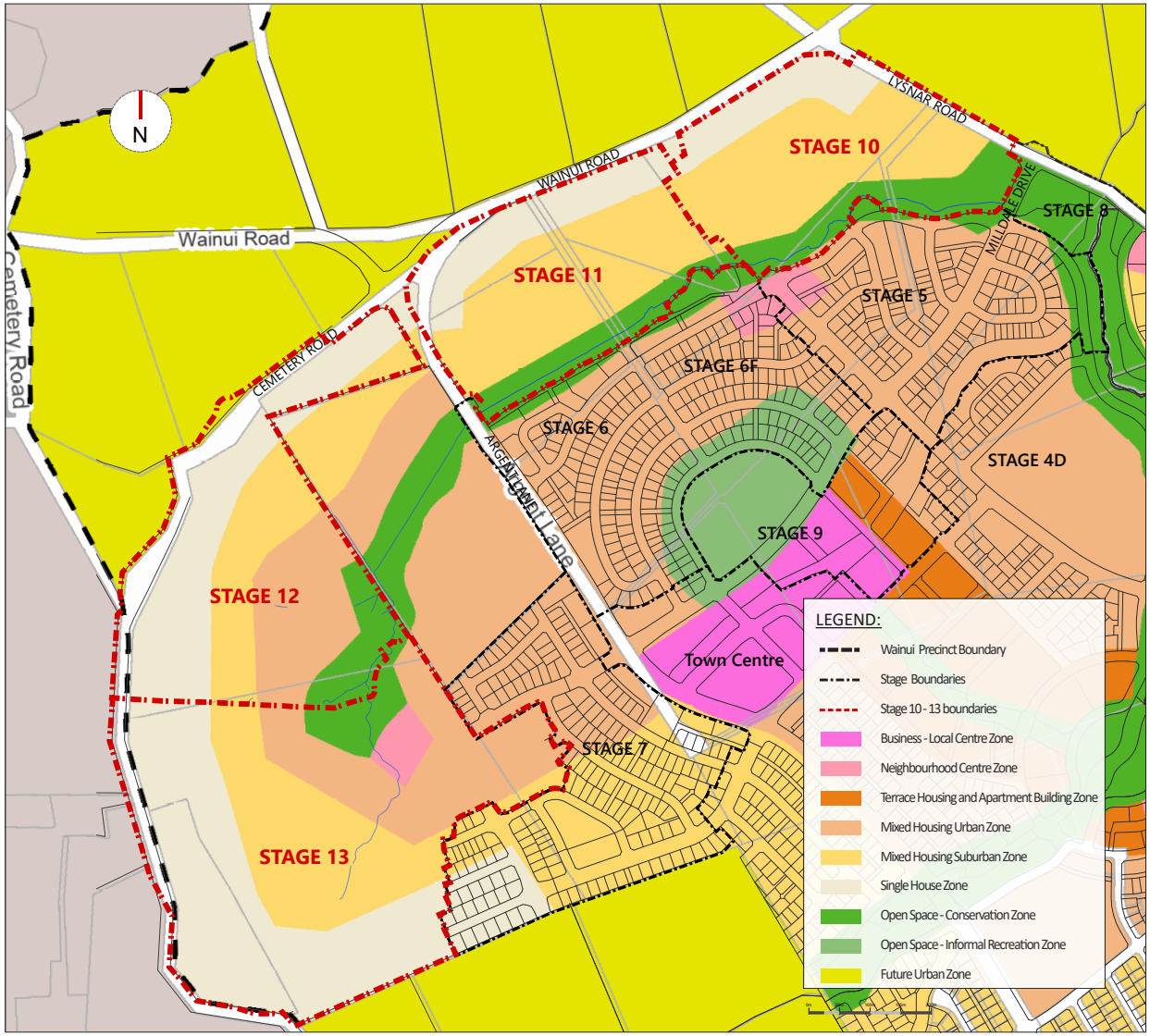


FIGURE 5: AUP ZONING PLAN - LAND USE AND ACTIVITY

2.5 OPPORTUNITIES AND CONSTRAINTS

STAGE 10 - 11

OPPORTUNITIES

- The proximity to the Milldale Local Centre and the public transport network utilising arterial and collector roads, providing key connectivity and a walkable neighbourhood that fosters a sense of community.
- There is an opportunity to maximise connectivity with the wider open space network between stream corridor and the ecological corridors, aiding legibility and emphasising character of place.
- Create a high amenity place readily accessible to all residents supported by a quality transport network along key routes.
- Provide higher intensity development in areas adjacent to the stream corridor to increase amenity and form a strong reserve edge road, as supported by the Precinct Plan.
- Proximity to Future Urban land, Neighbourhood centre and public transport would encourage density adjacent to Argent Lane and Wainui Road

CONSTRAINTS

- Steep contours throughout large sections of the site require a considered design response to ensure development feasibility.
- Earthworks challenges, responding to potential retaining wall heights and retention of the intermittent streams, in terms of the alignment with the Wainui Precinct Plan.
- Existing intermittent streams will need to be managed, or removed to mitigate effects on the stream environment and earthworks of these areas.
- Restricted vehicle access along Wainui Road and Argent Lane constrain possible built form and lot layout response.

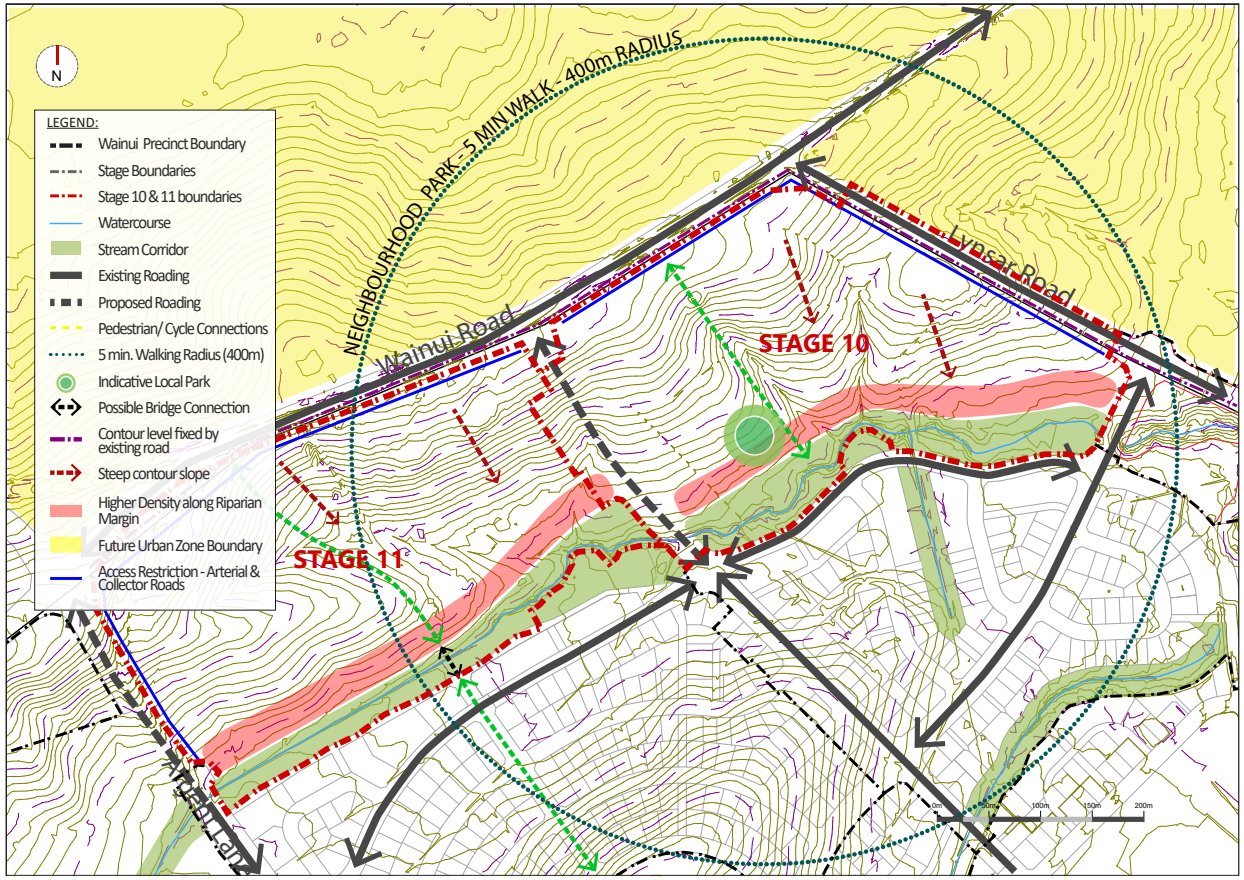


FIGURE 6: STAGE 10 - 11 OPPORTUNITIES & CONSTRAITS

STAGE 12 - 13

OPPORTUNITIES

- The proximity to the stream reserves, neighbourhood centre, and the public transport network utilising arterial and collector roads, providing strong connectivity and a walkable neighbourhood that fosters a sense of community.
- There is an opportunity to maximise connectivity with the wider open space network between the stream corridor and the ecological corridors at the north-eastern boundary of stage 12, aiding legibility and emphasising character of place.
- Create a high amenity place readily accessible to all residents supported by a quality transport network along key routes.
- Strong north- south connection through Stages 12 - 13 connecting to the wider milldale area.
- Provide higher intensity development in areas adjacent to stream, as supported by the Precinct Plan.
- Encourage pedestrian and cycling connections and amenity along reserve and stream areas.

CONSTRAINTS

- The site to the east (147 Argent Lane) is not owned by FHLD, so consideration of how this can be integrated in the development in terms of roading network has been undertaken.
- Contours and earthworks challenges, especially around retention of the intermittent streams, in terms of the alignment with the Wainui Precinct Plan.
- Lower density areas located towards the northern and western boundaries of the sites to respond to rural production zoned areas.

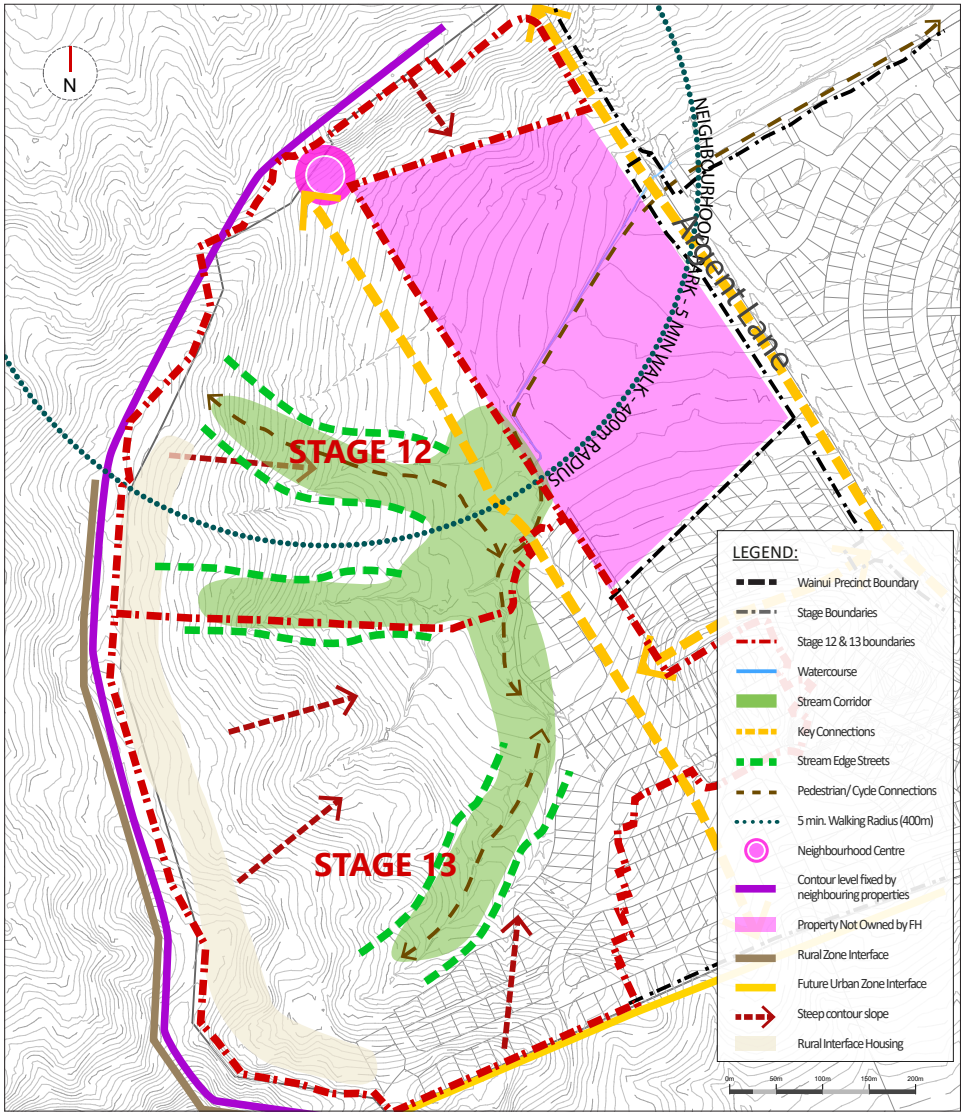


FIGURE 7: STAGE 12 - 13 OPPORTUNITIES & CONSTRAITS

3.0 DESIGN RESPONSE

3.0 DESIGN RESPONSE

3.1 SCHEME PLAN / URBAN FORM

The Wainui Precinct vision is to create compact and walkable neighbourhoods that are accessible to open space amenities, provide a range of housing types, and have interconnected street networks and open spaces. Walkable neighbourhoods improve the health and well-being of residents, provide environmental and economic benefits through reduced car travel, and create opportunities for community building to support social interaction.

KEY DESIGN FEATURES OF PROPOSED LAYOUT

Block Structure

The roading pattern in Stages 10 - 13 provide a level of connectivity that ensures permeability and walkability. Blocks are kept short, and longer blocks subdivided by 8m wide pedestrian walkways providing connectivity between streets.

Most lots have a regular lot depth of 50 - 60m. The size and orientation of the lots accommodate future building envelopes compliant with the associated AUP(OP) bulk and location standards, and provide appropriate levels of on-site amenity.

Open Space Network

The overall permeability of the movement network, with its quality footpaths and road-based cycle lanes, will create strong legibility and connectivity throughout Stages 10 -13, and to the wider Milldale area.

The scheme plans show a direct and linear pedestrian/cycling recreational links between Milldale Local Centre and the central neighbourhood park, with the park central to the catchment it serves.

Superlots

The Site is well-positioned to support higher-density housing, with excellent access to shopping, public transport, and open space reserves. Stages 10 - 13 prioritize higher-density housing near open spaces and transport links, promoting quality urban living environments close to key amenities. Along arterial roads, vehicular access will be provided from rear lanes to ensure continuous building frontages, enhancing the streetscape.

Stage 10 includes ten superlots, with six positioned along the reserve edge road in regular configurations, while four irregularly shaped superlots are located on corners along Wainui Road. Stage 11 features six superlots, three along Wainui Road and the reserve edge road, all with regular shapes to allow development flexibility. In Stage 12, seven superlots are proposed, with five located adjacent the proposed neighbourhood centre along Wainui Road. These smaller, uniquely arranged superlots provide strong legibility at the Argent Lane corner, while the remaining two align with the reserve edge and mirror the layouts in Stages 10 and 11. Stage 13 includes four regular-shaped superlots along the reserve edge, enabling versatile development and robust urban outcomes.

To illustrate development feasibility and quality urban design outcomes, lot testing has been undertaken (refer to Section 5.0), demonstrating potential building layouts and configurations.

DRAINAGE RESERVES

Stages 10 - 13 integrate stormwater pond reserves with reduced road frontages to provide a variety of interfaces while maintaining passive surveillance, safety, and accessibility. Low fences and clear sightlines from adjacent homes and streets enhance visibility, fostering community stewardship and deterring undesirable behavior. Strategically placed footpaths connect the reserves to the wider pedestrian network, offering safe, accessible routes and recreational opportunities while enhancing the area's visual and natural amenity. Landscaped with native plantings and open spaces, the reserves effectively manage stormwater flows while contributing to the urban character and environmental sustainability of the development.

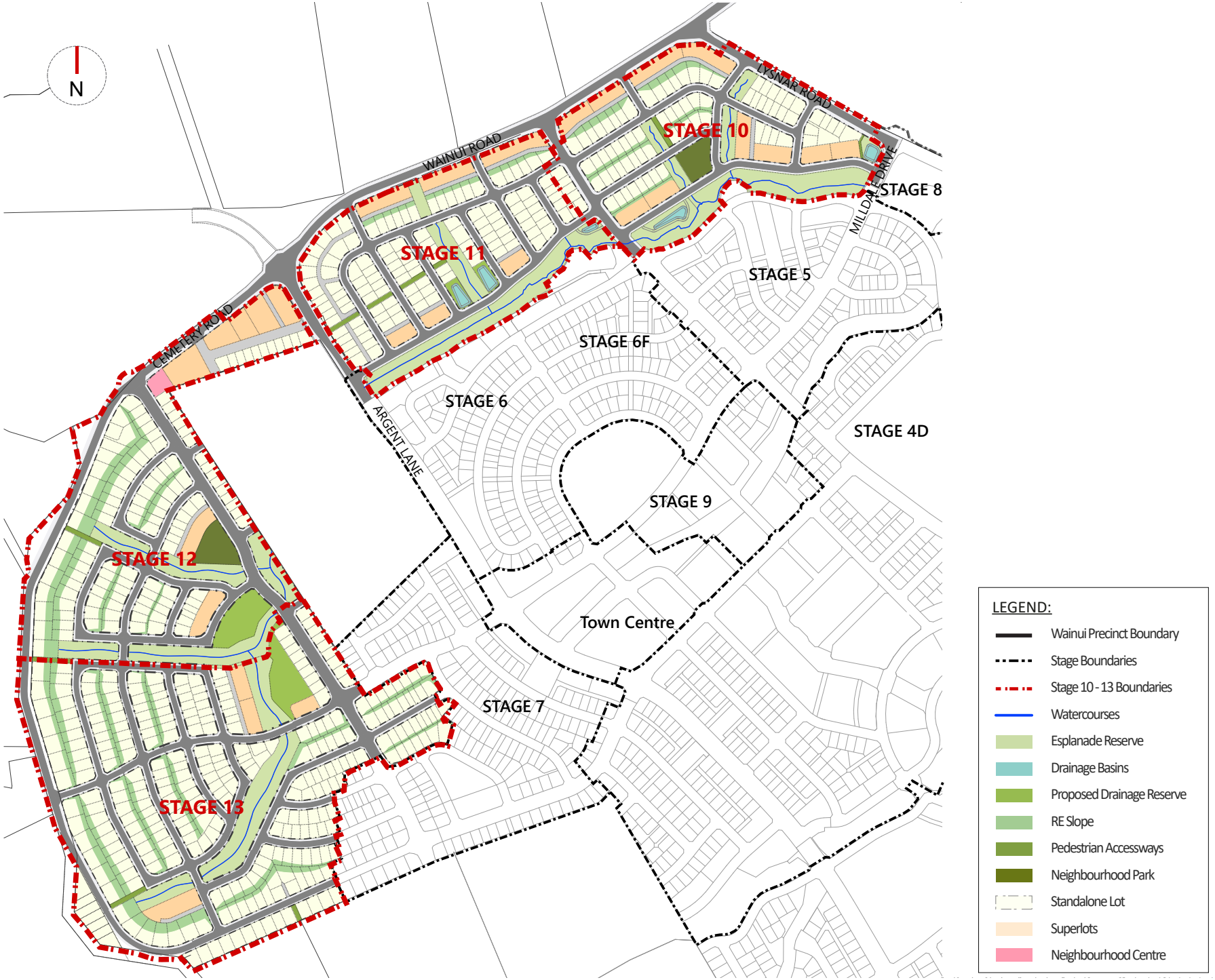


FIGURE 8: PROPOSED STAGE 10-13 SCHEME PLAN

3.2 WAINUI PRECINCT PLAN

3.2.1 MOVEMENT FRAMEWORK

The proposed Stages 10 - 13 scheme has been overlaid with the Wainui Precinct Plan in Figure 9 to illustrate that the proposal is in general accordance with the outcomes intended under the AUP. In addition to the collector roads and reserve edge road, the Wainui Precinct Plan shows an additional 4 indicative local roads. From the diagram, it is clear that:

- Collector Road – Waiwai Drive will provide an north-south connection between Stages 10 and 11 which connects Waiwai Drive to the central Milldale area.
- Collector Road - Lynsar Road runs along the northern boundary of Stage 10 between Milldale Drive and Wainui Road.
- Collector Road – The collector road within Stages 12 – 13 will provide a north-south connection between Stage 7 and Cemetery Road. The road continues through Stage 7 ending at the boundary of the Future Urban Zone.
- In Stages 10 – 13, the proposed local roads largely adhere to the general alignments set out in the Wainui Precinct Plan. However, certain alignments have been adjusted to reflect detailed engineering considerations and to establish more consistent block and lot patterns.
- A connection from the reserve road SER 02 to Argent Lane is proposed. This will provide access to the Milldale Local Centre located south of the site. A network of pedestrian and cycle paths will enhance connectivity between Stage 11 and the broader Milldale area through Argent Lane.
- Stream edge roads have also been proposed in alignment with the Wainui Precinct Plan forming a primary block pattern driver.
- To ensure a robust and legible future urban environment, links have been proposed to connect 48 Argent Lane with Stages 12 - 13. These connections generally follow the alignment shown in the Wainui Precinct Plan.

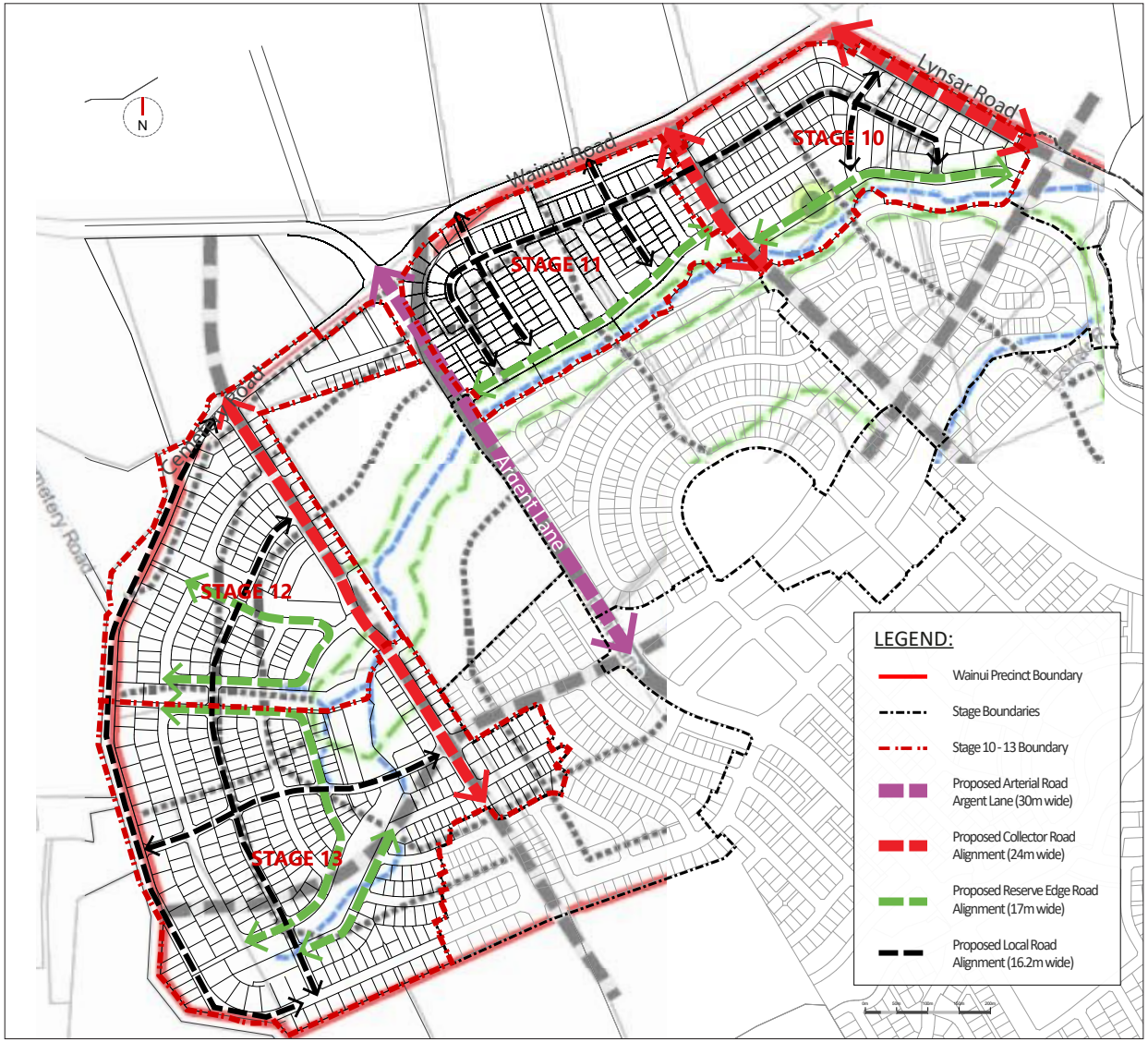


FIGURE 9: WAINUI PRECINCT PLAN - MOVEMENT FRAMEWORK / SCHEME PLAN OVERLAY

3.2.2 LAND USE AND ACTIVITY

In Stages 10 - 11, the rsidential zoning consists of MHS with superlots located along the stream reserve and Wainui Road, creating a shift in built form across the sites. The stream and reserve zone provide a natural buffer between the lower-density zoning in Stages 10 and 11 and the higher-density development in Stages 5 and 6, as well as the Milldale Town Centre area. The scheme plan is generally consistent with the Wainui Precinct Plan in terms of layout, land use, and activities.

North of Stage 12, the proximity of the planned neighbourhood centre will serve the local needs of this part of Milldale and future stages extending north of Wainui Road and Cemetery Road. This strategic placement ensures accessibility to essential services and amenities for current and future residents.

Along Wainui Road, the superlots have been positioned to future-proof the corridor as a key collector road for the northern Milldale area. Their placement is designed to respond to the anticipated growth in the Future Urban Zone and public transport connections, ensuring efficient connectivity and integration with future development. This future proof the anticipated corridor and will create an integrated built form once the opposite side of Wainui Road is developed.

Stages 12 and 13 zoning pattern has a gradual and even transition from Single House Zone to Mixed Housing Urban Zone. This pattern follows the radial block structure of the stages and reinforces the stepping topography of the site. This gradual intensification in housing density creates a less fragmented built character and aligns with the broader Milldale urban form. Superlots and a higher zoning were focused around the local centre and stream reserve areas, this would enable greater development intensity that would benefit from the proximity to the centre. This would form a natural urban pattern that will blend seamlessly with the Future Urban land north of Stage 12. The superlots in the north of Stage 12 would also emphasise the key arterial and collector road corners between Argent Lane and Wainui Road, this would create further legibility and aid in wayfinding for the site.

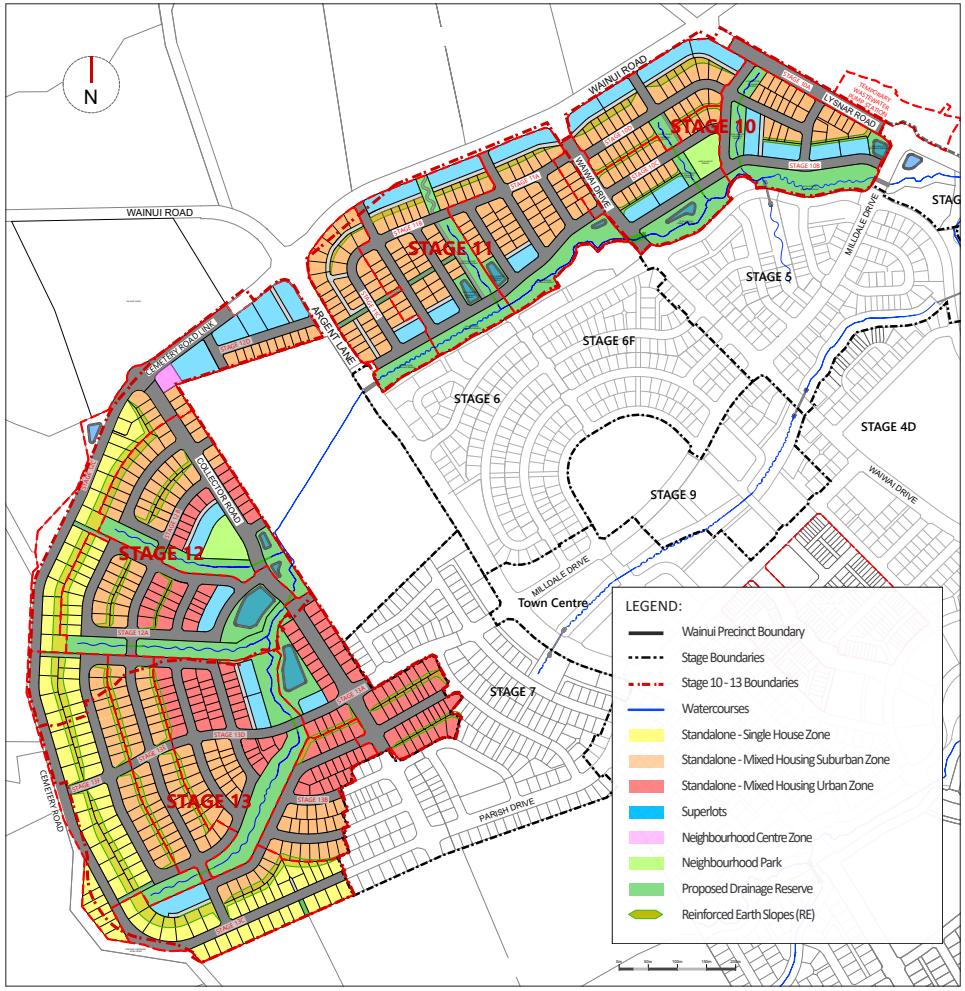


FIGURE 10: LAND USE AND ACTIVITY / SCHEME PLAN OVERLAY

3.3 MOVEMENT NETWORK

3.3.1 MOVEMENT NETWORK STRATEGY

Streets can make a positive contribution to the quality of life for the local residents and wider community. The movement network is designed to:

- Maximise connectivity with the existing neighbourhood and amenities.
- Calm traffic through design.
- Provide for local distinctiveness (destination streets, materiality, planting, building frontage interface, etc).
- Align roads with view shafts to maximise amenity and aid legibility.

To understand various modes of transport, and how they can integrate, the following aspects of the movement network are considered:

- Movement Hierarchy and Public Transport Network.
- Pedestrian and Cycle Network.
- Street Typologies.

Stages 10 - 13 street layout generally aligns with the Wainui Precinct Plan, particularly the locations of the arterial and collector roads and the stream edge road that follow the adjacent stream corridors. It was envisaged for Stages 10 - 13 to provide multi modal developments including vehicle movement, cycle infrastructure and enhanced pedestrian amenity. The proposed street typologies (Figure 14) illustrate a series of streets for people as opposed to purely road (and vehicle) based outcomes.

3.3.2 MOVEMENT HIERARCHY AND PUBLIC TRANSPORT NETWORK

Figure 11 shows Auckland Transport's guidance on bus routes and indicative locations for the bus stops. Figure 12 shows the proposed walking, cycling, bus routes and bus stops in Stages 10 - 13 with a 400m (5 minute) walking radius from each of the bus stop locations. The bus routes are located on Argent Lane and Waiwai Drive in accordance with the locations recommended by Auckland Transport.

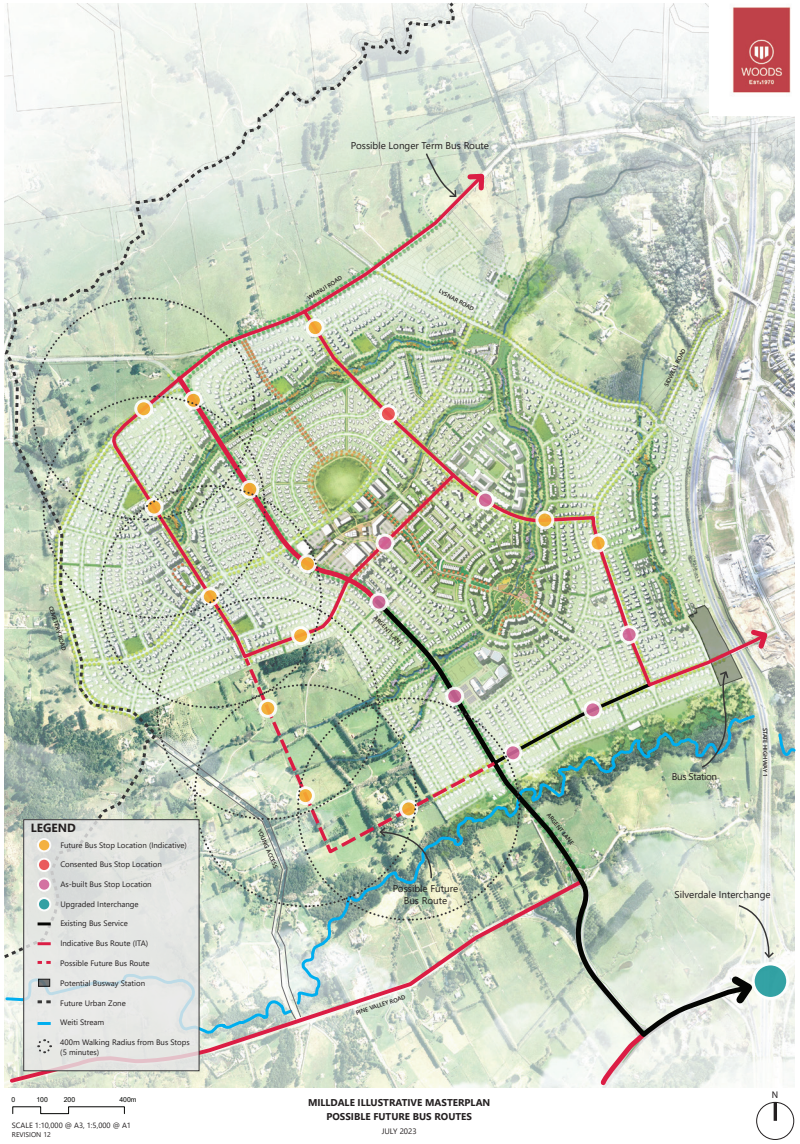


FIGURE 11: FUTURE BUS ROUTE PLAN

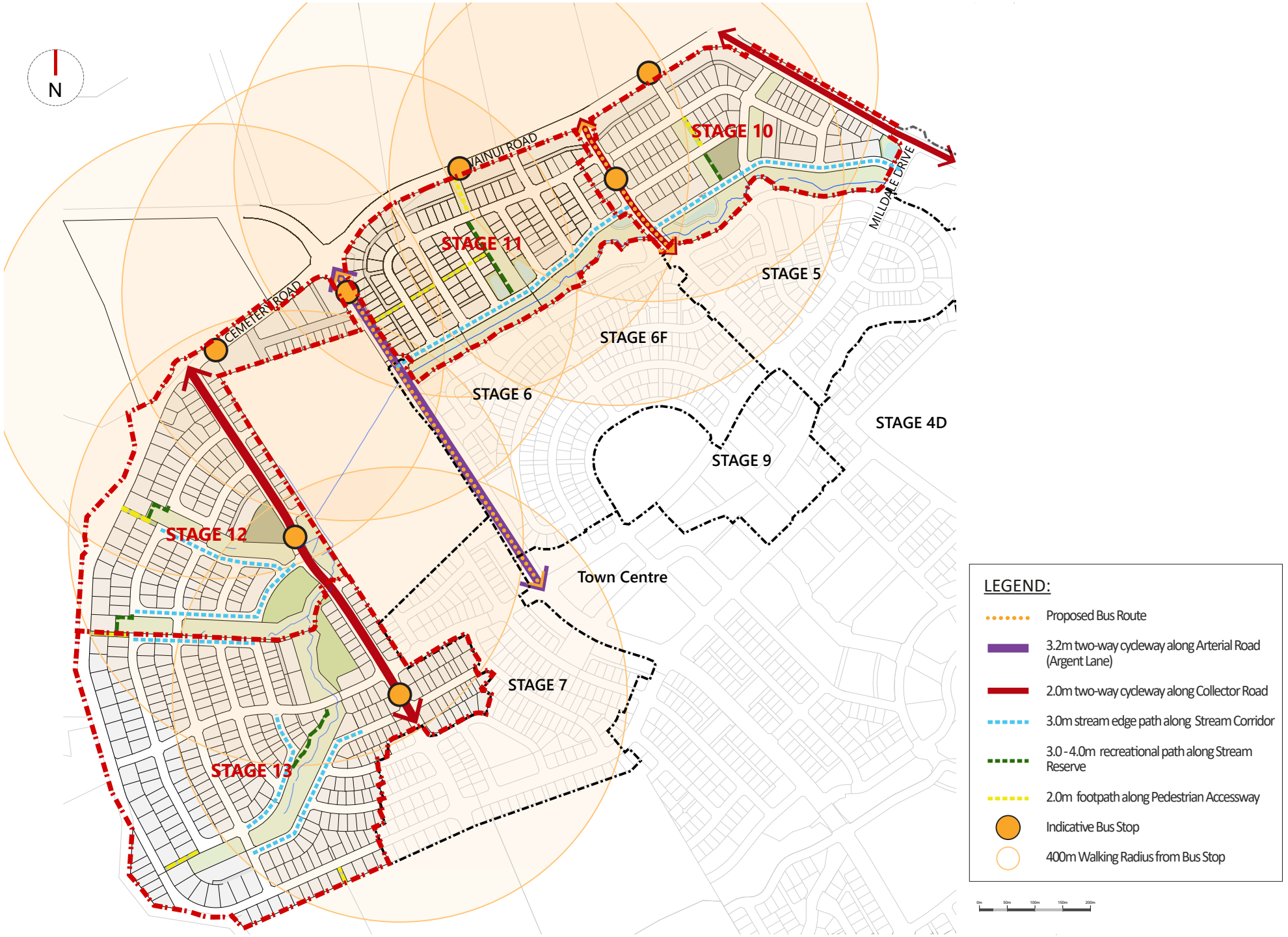


FIGURE 12: PUBLIC TRANSPORT NETWORK PLAN

3.3.3 PEDESTRIAN AND CYCLE NETWORK

The Milldale development is focused to establish a healthy and socially connected community that encourages pedestrians and cyclists. Pedestrian and cycle activity is integrated with the development through dedicated on-road cycle lanes along each side of arterial and collectors. In addition to this, off-road shared pedestrian walkways and cycleways along the stream corridors, pedestrian bridges and a series of pedestrian connections through longer blocks for walkability between roads.

Together, these form a network that connects people along and between a hierarchy of streets and open spaces, which will:

- Provide for a variety of experiences,
- Encourage walking and cycling by providing an attractive environment; and
- Safety through design (i.e. active frontages and lighting)

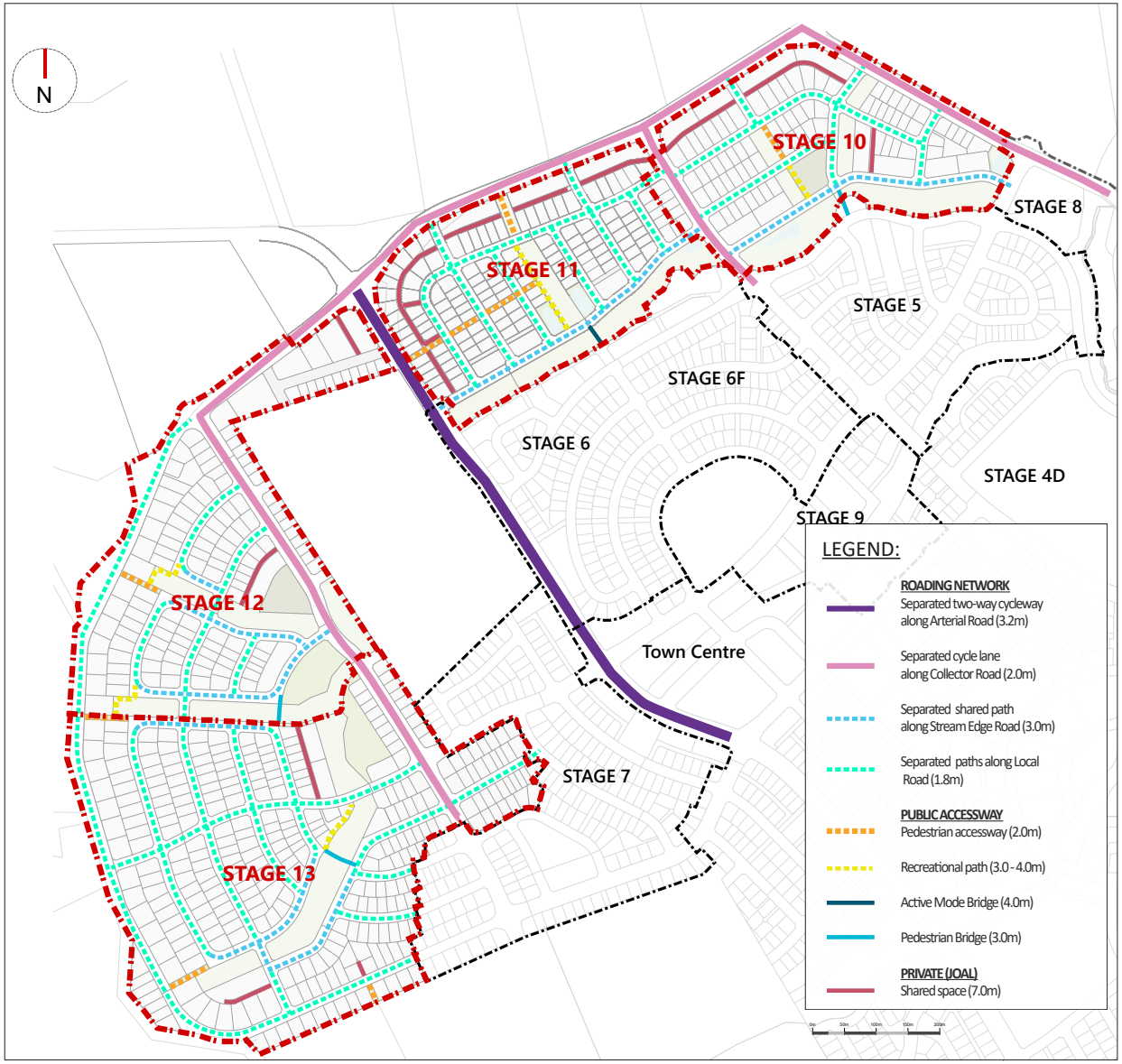


FIGURE 13: PEDESTRIAN AND CYCLE NETWORK PLAN

3.3.4 STREET TYPOLOGIES

A range of street typologies is key to ensuring legibility. This is provided for by a number of street types, with each type having further distinctiveness through differences in planting and trees, finishes, materials and street furniture. The character of the route types will be based on how people will use them as well as a response to the location and estimated traffic, pedestrian and cycle volumes.

The alignment of Argent Lane district arterial south of Stage 11, extends continuously from Stage 4 to Stage 6. Argent Lane district arterial (30.0m) is a limited access road. All lots that front onto Argent Lane will be accessed from rear lanes, with these lanes accessed from the suburban streets. This provides a continuous and safe environment for cyclists on a separated two-way cycleway and an attractive pedestrian focused environment with high-quality streetscape. This layout will provide additional visitor parking.

The 24.0m north-south collector roads extend from Stages 6, 7, and 8 through the eastern and western boundaries of Stages 10 and 11, as well as the northern and southern boundaries of Stages 12 and 13, forming a central north-south connection. Consistent with Milldale's network, these collector roads feature 2.0m separated cycle lanes on both sides. Where practicable, vehicle crossings have been co-located to minimise conflict points, ensuring a safer and more continuous environment for cyclists.

The 16.9m reserve edge road runs alongside the stream reserves throughout Stages 10 –13, providing a seamless transition between urban development and green space. This road layout enhances connectivity while responding to the natural stream corridor, creating a well-integrated buffer between residential areas and the reserve. A 3m recreational path follows the stream, offering both natural and recreational amenities, promoting walking and cycling, and enhancing the overall landscape character of the neighbourhood.

The local roads (15.6m and 16.6m) form a grid that encourages connectivity and enables efficient access through the development.

Where blocks are longer, there are 8 metre wide pedestrian/cycling links located mid-block. This is in line with Auckland Transport Code of Practice (ATCOP) requirements and will provide safe and efficient pedestrian and cycle access within the development and connect the surrounding open space amenities.

The 7.0m wide Jointly Owned Access Lots (JOALs) serve development within the superlots. The JOALs have been designed as low-speed environments supporting a safe environment for pedestrians and cyclists. Landscaping and paving have been designed to minimise large areas of hard surfaces and provide traffic calming. Sensor lighting will be installed on dwellings that front the proposed JOALs.

The look and character of the proposed street typologies are illustrated in Figures 15-19 below.

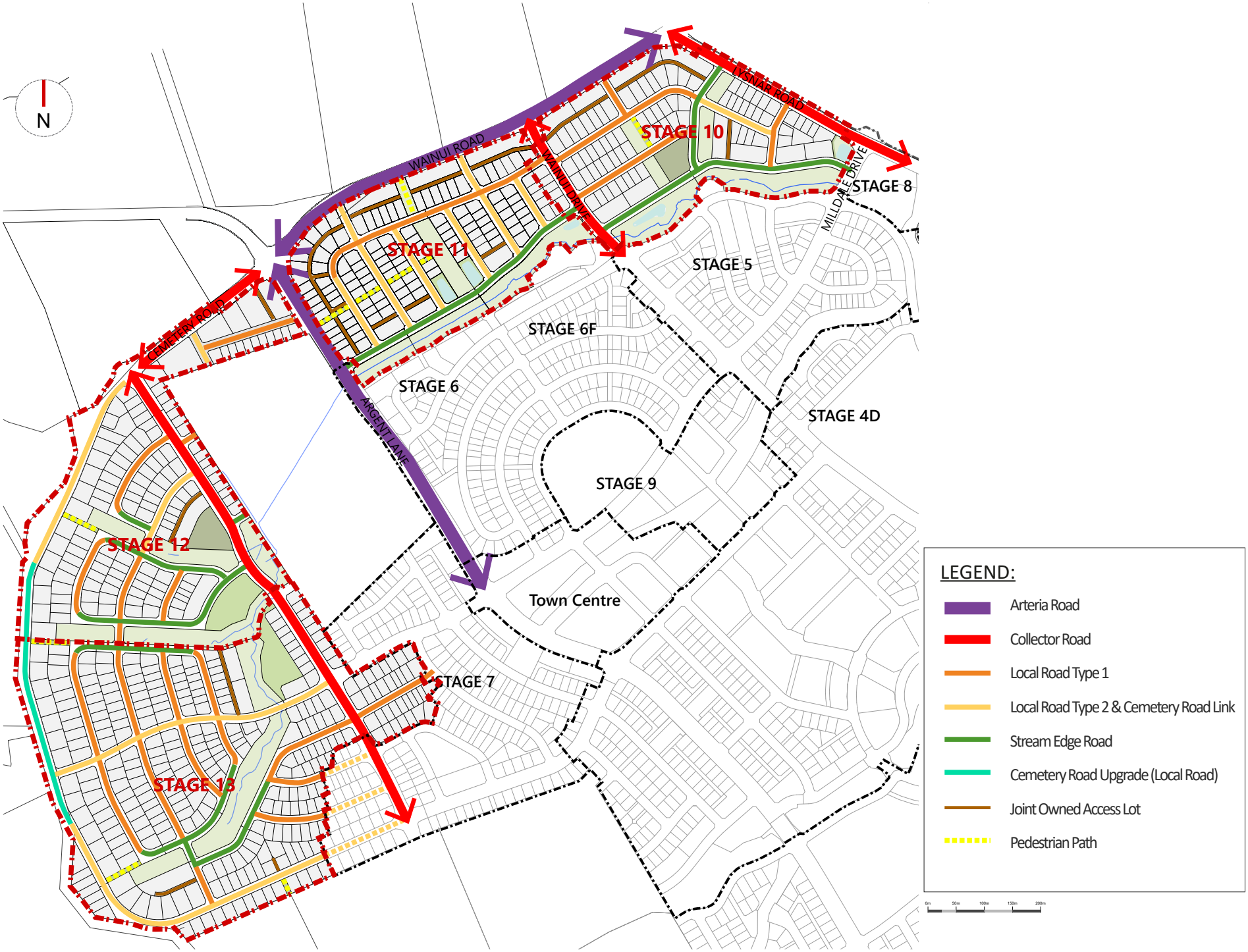
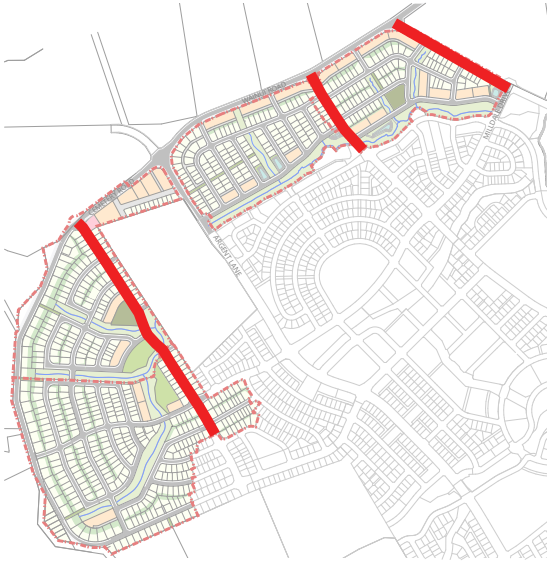


FIGURE 14: STREET TYPOLOGY PLAN

COLLECTOR ROAD (24.0m)



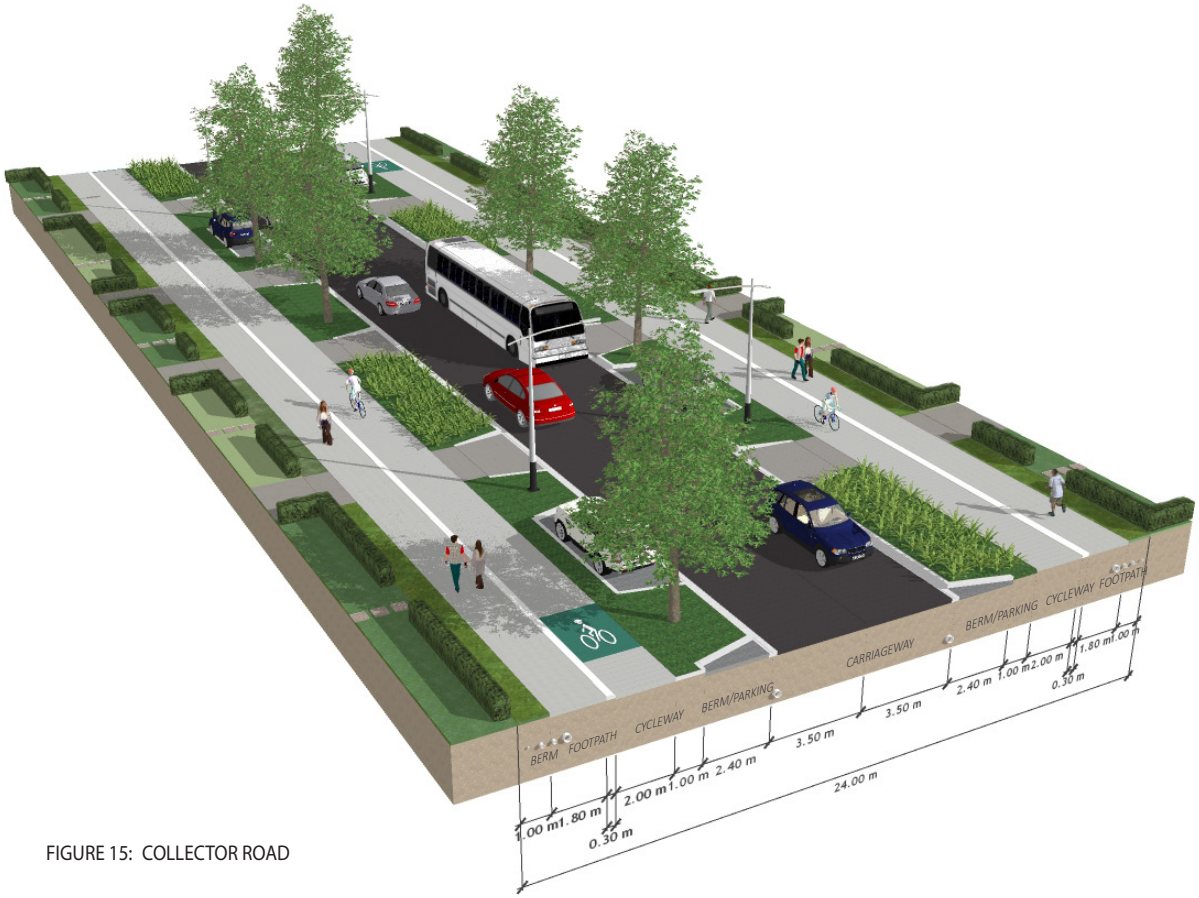
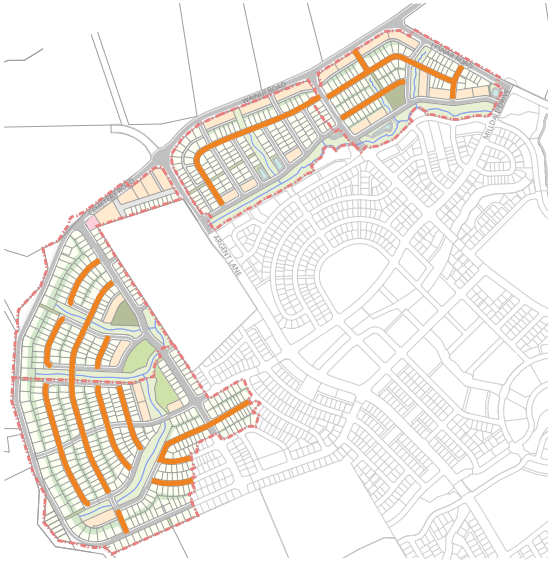


FIGURE 15: COLLECTOR ROAD

COLLECTOR ROAD (RESIDENTIAL AREAS)						
ROAD RESERVE DIMENSIONS	DESIGN SPEED INTENT	ROAD HIERARCHY	STREET CHARACTER	VEHICULAR / CYCLIST DEFINITION	FOOTPATH WIDTHS	JUNCTION RADII
24.0m	50 km per hour	Secondary Connector - Collector Road	This collector road typology is suitable when located adjacent to residential uses with parallel parking provisions. 3.5m wide carriageway.	Separated cycleway - 2.0m with additional landscape strip on each side	1.8m	6m at junction

LOCAL ROAD - TYPE 1 (16.2m)



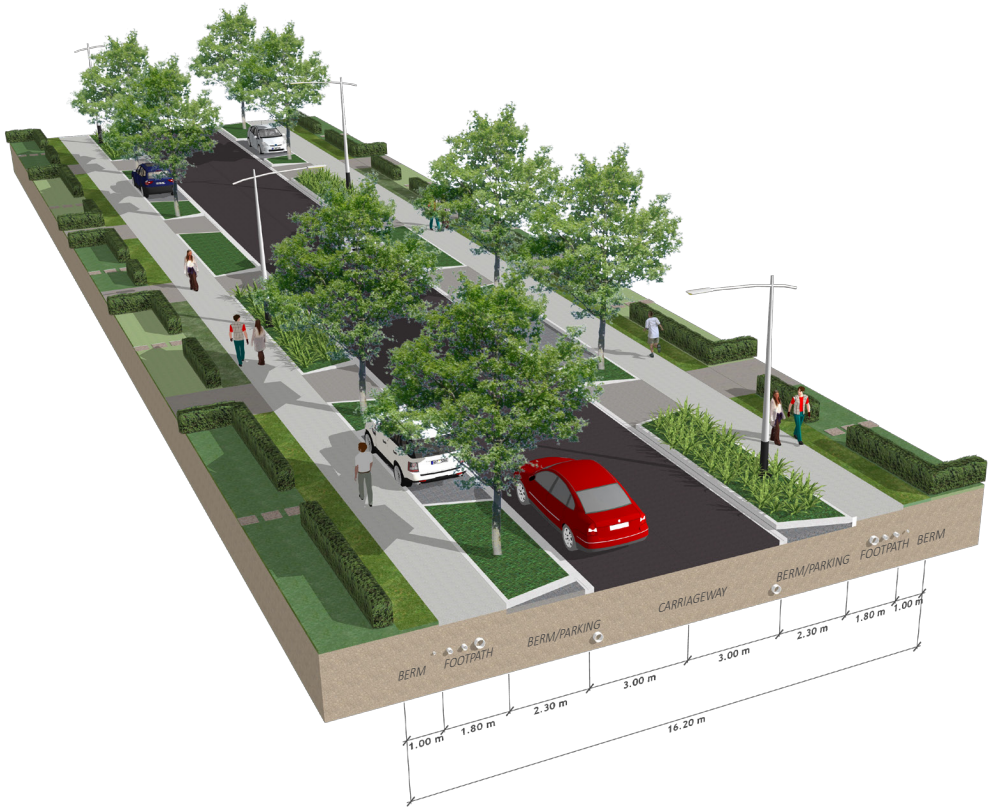
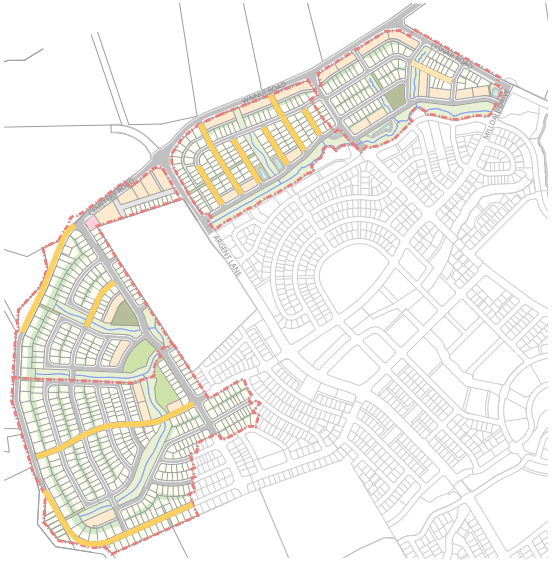


FIGURE 16: LOCAL ROAD TYPE 1

LOCAL ROAD - TYPE 1						
ROAD RESERVE DIMENSIONS	DESIGN SPEED INTENT	ROAD HIERARCHY	STREET CHARACTER	VEHICULAR / CYCLIST DEFINITION	FOOTPATH WIDTHS	JUNCTION RADII
16.2m	30 km per hour	Local Street Network	Provides local movement routes Landscaped berm with street trees/parking bays 3.0m wide carriageway Suitable for suburban areas Cambered crossfall	No separated cycleway provision required	1.8m	6m at junction

LOCAL ROAD - TYPE 2 (16.2m)



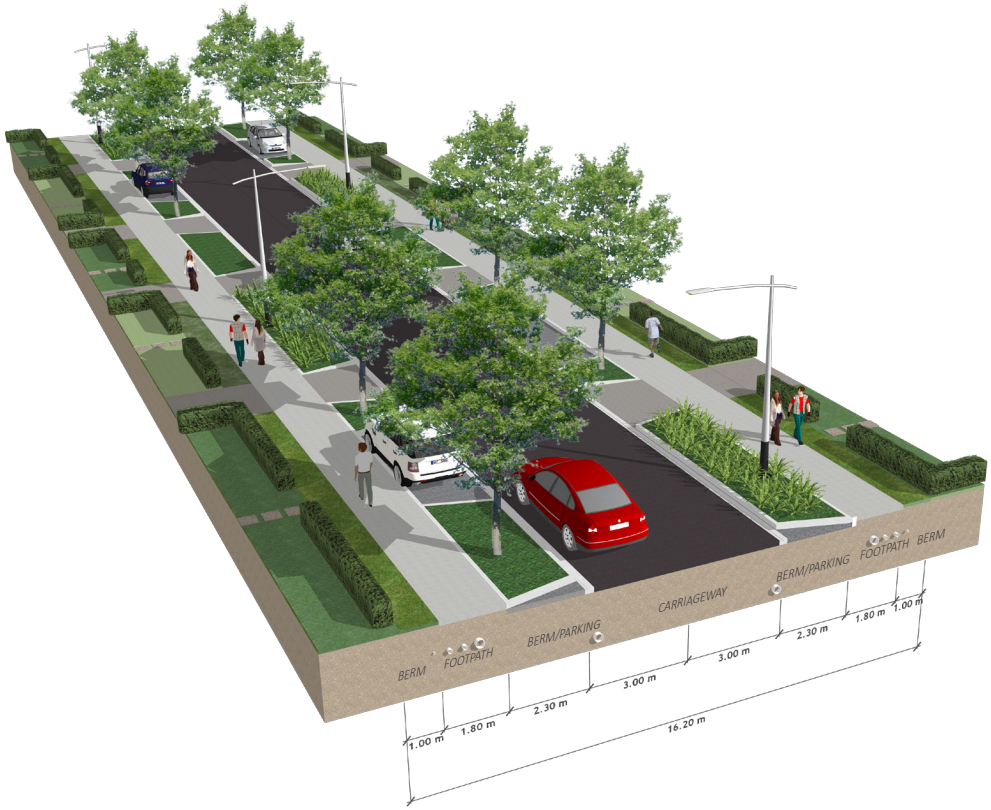
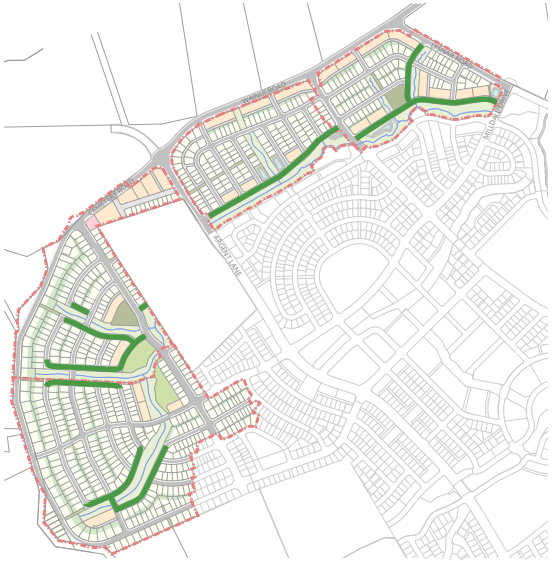


FIGURE 17: LOCAL ROAD TYPE 2

LOCAL ROAD - TYPE 2						
ROAD RESERVE DIMENSIONS	DESIGN SPEED INTENT	ROAD HIERARCHY	STREET CHARACTER	VEHICULAR / CYCLIST DEFINITION	FOOTPATH WIDTHS	JUNCTION RADII
16.2m	30 km per hour	Local Street Network	Provides local movement routes Wider landscaped berm with street trees /parking bays 3.0m wide carriageway Suitable for suburban areas Single crossfall	No separated cycleway provision required	1.8m	6m at junction

RESERVE EDGE ROAD (16.9m)



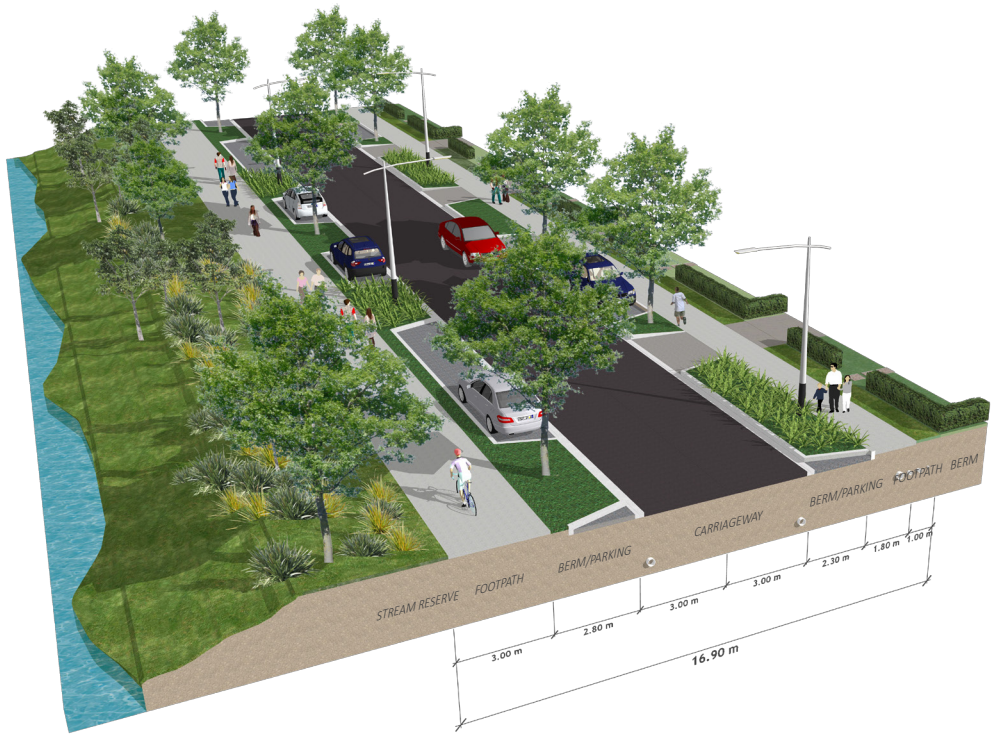


FIGURE 18: RESERVE EDGE ROAD

RESERVE EDGE ROAD						
ROAD RESERVE DIMENSIONS	DESIGN SPEED INTENT	ROAD HIERARCHY	STREET CHARACTER	VEHICULAR / CYCLIST DEFINITION	FOOTPATH WIDTHS	JUNCTION RADII
16.9m	30 km per hour	Local Street Network	Provides local movement routes Wider landscaped berm with street trees /parking bays 3.0m wide carriageway Suitable for suburban areas Shared 3.0m footpath on stream reserve edge	3.0m shared pedestrian and cycle path on stream reserve edge	1.8m, 3.0m	6m at junction

JOAL (7.0M)

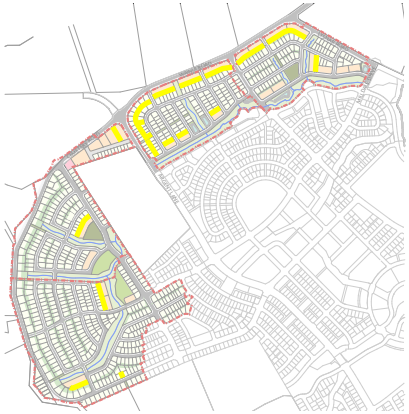


FIGURE 19: JOAL

PEDESTRIAN ACCESSWAY TYPE 1 (8.0m)

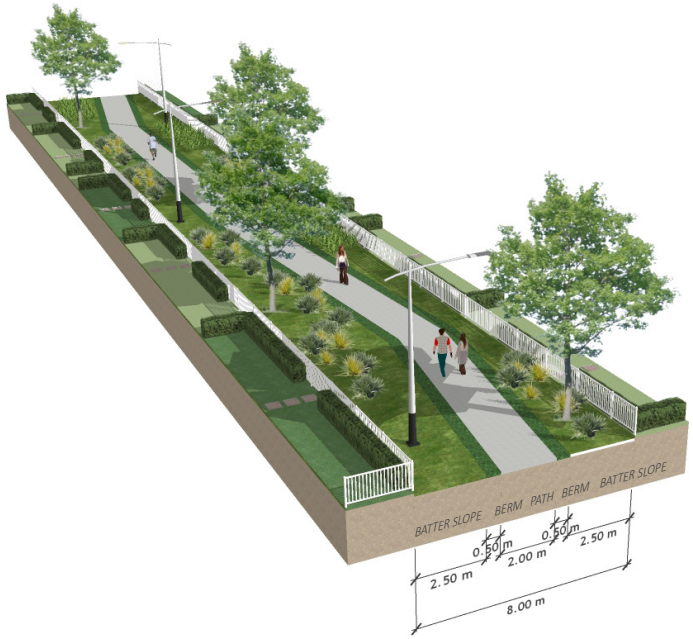


FIGURE 20: PEDESTRIAN ACCESSWAY TYPE 1

3.4 OPEN SPACE NETWORK

Neighbourhood Park

Two neighbourhood parks have been positioned in the centre of Stages 10 and 12. The size, shape and spacing of the parks are designed to comply with Auckland Council's Open Space Provisions Policy 2016 and are large enough to provide informal recreation areas with minimum dimensions of 30m by 30m and a flat playing area.

The location of this open space reserve links it to a wider network of green corridors, trails and parks across the stages. The neighbourhood park provides a 'shared backyard' for the nearby residents. The park in Stage 10 is located on a corner and is bounded by three public road frontages with residential housing on the northern side. The park in Stage 12 consists of one road frontage along the collector road, adjoins the stream reserve and is directly adjacent a superlot. This would create passive surveillance for a safe environment and enhancing the connections between the community and their park.

The provision target for a neighbourhood park is a 5-minute, 400m radius walking circle from residential areas. This circle includes the majority of Stages 10 - 13 (refer to Figure 20).

Pedestrian Accessway

Where blocks are over 200m in length, 8.0m wide pedestrian accessways are proposed in between the blocks to encourage walkability. There is one pedestrian accessways located in Stage 10, five in Stage 11, one in Stage 12, and two in Stage 13.

These accessways will have a 2.0m footpath for pedestrians with high-quality landscaping on each side. The pedestrian accessways play an important role linking the wider open space network, connecting people and maximising opportunities for activity, vibrancy and vitality of the ecological corridor.

FIGURE 21: STAGES 10 -13 OPEN SPACE NETWORK

FIGURE 22: MILLDALE OPEN SPACE NETWORK

3.5 URBAN FORM FRAMEWORK

3.5.1 LOT SIZE ANALYSIS

Stages 10 - 13 offer a variety of standalone lot sizes and superlots supporting residential developments of attached and detached housing types. Most lots for standalone housing will be roughly 320m^2 - 650m^2 with some larger 700m^2 – 1000m^2 encouraging diversity and varied housing types.

INDIVIDUAL LOTS

The proposed subdivision layout for Stages 10 - 13 have been designed in response to both manage the site's physical constraints and achieve the planned urban built character of the different zones. Stages 10 - 13 are zoned a combination of Residential - SHZ, MHS, and MHU zone under the Auckland Unitary Plan (AUP). All proposed lots will comply with the required 8m by 15m site size requirements for vacant lot subidvision. With regard to overall site areas, the majority of lots comply with the relevant maximum average net site area in the SHZ, minimum average site area in the MHS zone, maximum average net site area in the MHS zone and maximum site area requirements in the MHU zone, some deviations have been required to support a site-responsive and coherent urban form.

The lot layout has been carefully designed to work with the landform rather than against it, ensuring that individual lots are feasible for development whilst ensuring future units have strong visual amenity. The use of retaining and Reinforced Earth (RE) slopes within lots resulted in larger maximum average net site areas within SHZ, MHS and MHU zoned areas. The increased lot areas form efficient platforms that minimise excessive earthworks and maintain a degree of natural topographical variation. These topographical

FIGURE 23: LOT SIZE / DENSITY PLAN

constraints have also caused certain lots to be reduced to make room for RE walls, this has resulted in a negligible number MHS zoned lots having a lower site area than the minimumnet site area requirement. This approach aligns with best practice urban design by ensuring a functional and robust urban form.

The subdivision layout has additionally encouraged strong corner lots to assist legibility and maintaining a neighbourhood character. Resulting in larger some SHZ, MHS and MHU lots which have been proposed at key intersections. These enable architectural responses that enhance street definition, contribute to neighbourhood identity, and support passive surveillance. Corner treatments create stronger visual anchors within the street environment, reinforcing wayfinding and fostering a sense of place

The lot layout and sizes of Stages 10 – 13 were also influenced by the Wainui Precinct Plan, which established the initial roading layout and block structure. This block pattern has consequently resulted in a small number of lots not meeting the the required net site areas for their zones. The urban pattern adopted from the precinct plan encourages vehicle and pedestrian connectivity whilst maintaining an efficient and diverse lot layout. The design outcome responds to the existing landform whilst ensuring a legible and adaptable urban form legible and contributes positively to the overall character and amenity of the area.

SUPERLOTS

Stage 10 consists of ten superlots, with six arranged in regular configurations along the reserve edge road and four irregularly shaped superlots positioned at corners on Wainui Road. The superlots near the reserve edges will provide greater recreational and environmental amenity to the wider community and link to the overall Milldale green network. Stage 11 comprises six superlots, evenly distributed along Wainui Road and the reserve edge road, all featuring regular shapes to provide flexibility for future development. Stage 12 proposes seven superlots, five of which are smaller and uniquely arranged near the neighbourhood centre on Wainui Road, enhancing legibility at the Argent Lane corner. The remaining two superlots align with the reserve edge, reflecting the layouts of Stages 10 and 11 and contributing to the green network. Lastly, Stage 13 includes four regular-shaped superlots along the reserve edge, supporting versatile development and promoting strong urban design outcomes while enhancing community access to recreational spaces.

3.5.2 BLOCK ANALYSIS

To create consistency with the wider Milldale area the proposed subdivision has followed the Wainui Precinct Plan, ensuring that the general roading layout aligns with the layout planned for the area. This adherence to the Precinct Plan has played a critical role in shaping the block structure, establishing a strong urban framework that promotes connectivity and legibility.

The steep topography of the Site presents significant geotechnical constraints, which have also informed the block configuration. The layout responds to the natural landform by incorporating a wider curve pattern in Stages 12 and 13, which follows the contours of the land. This approach aligns with the required earthworks, enhances the site's visual character, and allows for strategic view corridors across the development. By integrating the topography into the design, the subdivision is defined by certain parameters, although would still achieve a well-balanced urban form.

In some areas, wetlands have been removed to accommodate for the proposed block structure of Stages 10 - 13. Due to the location of these wetlands, it would have created multiple curve-linear sections of roading which did not align with the overall built environment and block structure proposed in the remainder of Stages 10 – 13 or the wider Milldale area.

The grid-like pattern established in the subdivision enhances legibility and wayfinding, creating a logical and easily accessible street network. By reducing unnecessary curves and aligning closer with the Precinct Plan, the layout forms a robust and adaptable urban framework. This structured approach not only improves walkability and accessibility but also supports a cohesive built form that will integrate seamlessly into future development.

A flexible block structure has been adopted to accommodate potential variations in future development opportunities. This ensures that developers can efficiently and effectively develop the prepared land while allowing adaptability for evolving market demands and urban growth.

The proposed block pattern results in a well-structured urban form that successfully balances connectivity, topographical sensitivity, and future flexibility, ultimately contributing to a high-quality and sustainable residential environment.

3.5.3 LOT DEPTH ANALYSIS

EFFICIENCY OF LOT SIZE AND SHAPE

- The blocks within Stages 10 – 13 have been largely designed with regular depths of 50m to 60m to promote an efficient, legible, and flexible urban form.
- 50m-wide blocks:
    - Forms a typical back to back arrangement mostly design for standalone front-loaded residential units.
    - Enhance urban legibility by maintaining consistent block dimensions.
- 60m-wide blocks:
    - Allow for rear-loading configurations or 25m-deep front-loaded lots with Reinforced Earth (RE) slopes in the mid-block.
    - The extended lot lengths are proposed to ensure sufficient space for units with RE slopes, addressing challenging topography without compromising urban design quality.
    - Promote flexibility to adapt to varied housing typologies and site conditions.
- The use of a grid pattern strengthens connectivity, enhances urban structure, and supports a flexible and efficient layout that aligns with urban design principles.

IRREGULAR SHAPED LOTS

- Throughout Stages 10 - 13, slightly irregular lots have been strategically positioned at certain corners to accommodate the street geometry. These lots have been designed with larger dimensions to ensure sufficient space for the placement of units.
- Superlots specifically were designed to be regular in shape to provide the most flexibility for future development.

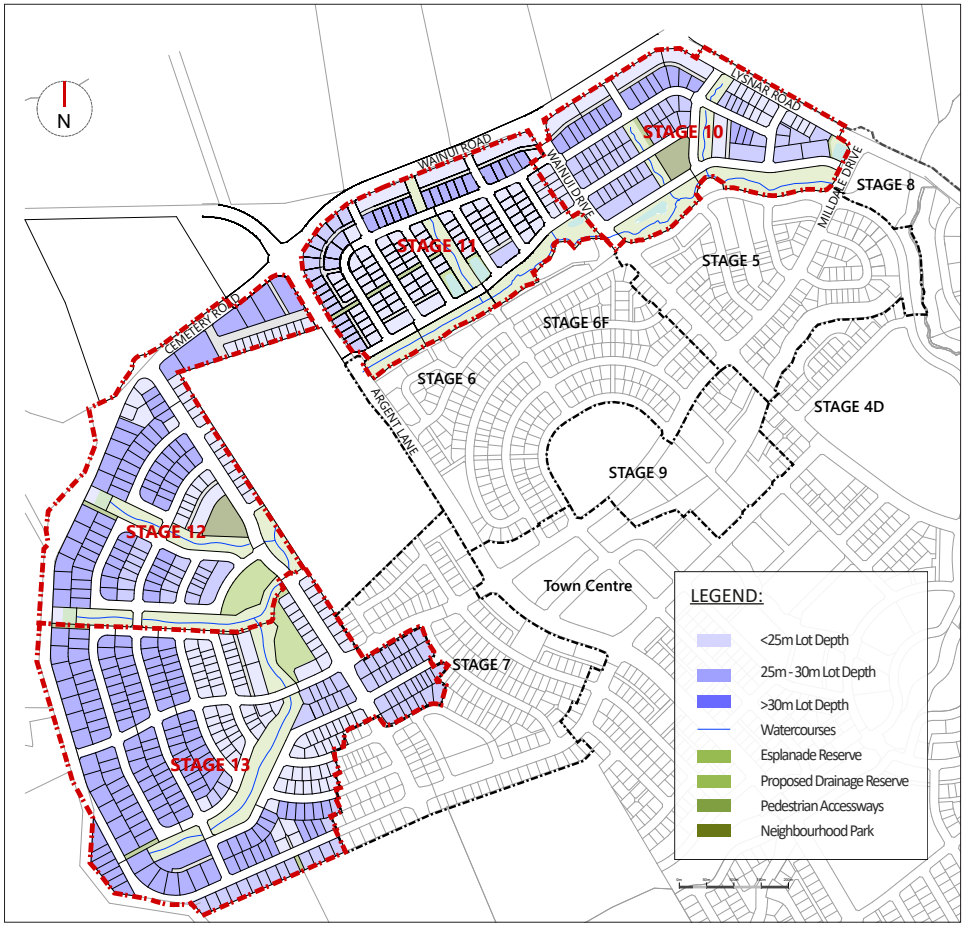


FIGURE 24: LOT DEPTH PLAN

3.6 SLOPE MANAGEMENT

3.6.1 RETAINING WALLS / REINFORCED EARTH (RE) SLOPES

Stages 10 - 13 have a consistent approach to changes of level and slope treatment, avoiding visually dominating and adverse appearance. One main consideration for the overall slope management strategy is to meet the build partners' expectations of nearly flat sites, but without the dominating effect of retaining walls at front boundaries. The slope treatments are:

RETAINING WALLS

Most mid-block retaining walls range from 0.7m to 2.7m in height. To maintain consistency with the wider Milldale area, keystone block will be used along street frontages and public spaces, while black timber retaining will be used elsewhere, creating a cohesive neighbourhood character.

The slope management strategy incorporates 1:5 batters in front and rear yards, limited to 500mm in height, reducing the need for large retaining walls at boundaries.

Fence heights above retaining walls will be proportional to the wall height. Where shadowing may affect southern lots or public spaces, 1.2m pool fencing will be used to maintain openness while ensuring privacy and safety.

REINFORCED EARTH SLOPES

An effective slope treatment strategy is the use of reinforced earth (RE) slopes as an alternative to retaining walls within mid-block areas. This approach involves raising the surface level as early as possible to establish a gentle road gradient and create flatter, more functional lots.

The resulting planted batters offer a softer, more integrated solution that enhances landscape amenity, providing privacy, views, and a natural setting for buildings while also contributing to urban greening and extended habitat for fauna.

This strategy has already been successfully implemented across existing developed areas of Milldale. By adopting the same approach in this application, the design ensures consistency with the wider area, maintaining a cohesive streetscape and reinforcing Milldale's established character.

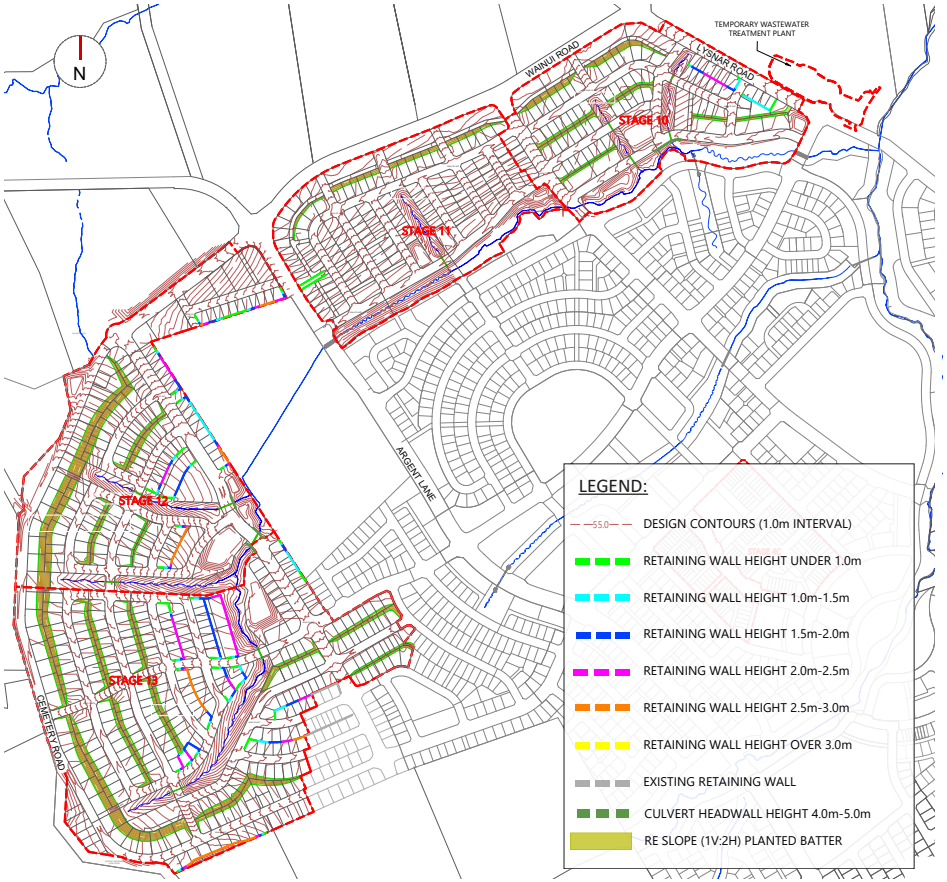
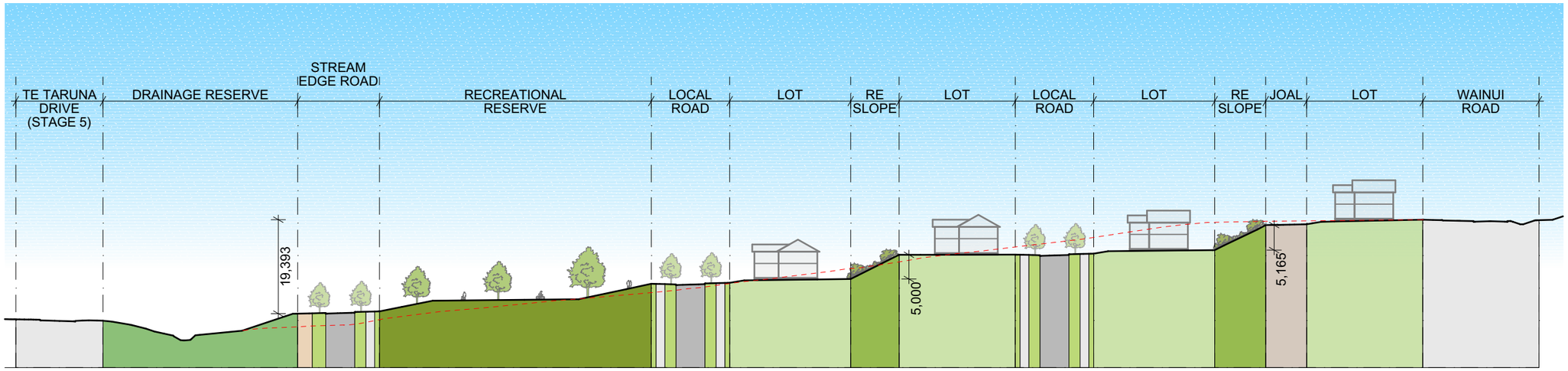


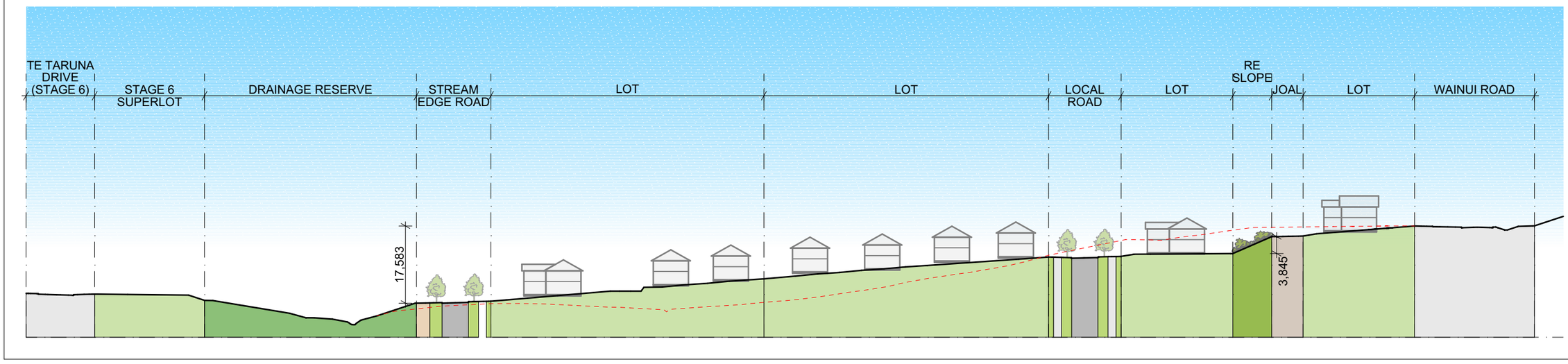
FIGURE 25: RETAINING WALLS & RE SLOPES

FIGURE 26: EARTHWORKS SECTION PLAN STAGES 10 - 13



1
-

STAGE 10-11 SECTION 01
1:1000



2
-

STAGE 10-11 SECTION 02
1:1000

REVISION DETAILS		BY	DATE	SURVEYED	WOODS
1	FAST TRACK APPLICATION	SW	7/02/2025	DESIGNED	WOODS
				DRAWN	SW
				CHECKED	SW
				APPROVED	JW

MILLDALE AUCKLAND

WOODS.CO.NZ

CLIENT

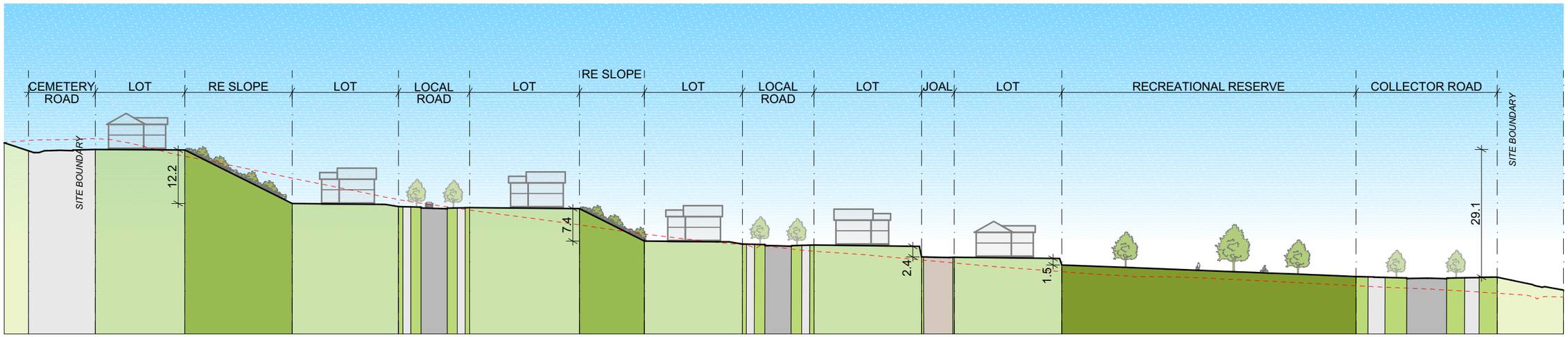
MILLDALE
Connecting Lifestyles

MILLDALE STAGE 10 -13

STAGE 10-11 SECTIONS

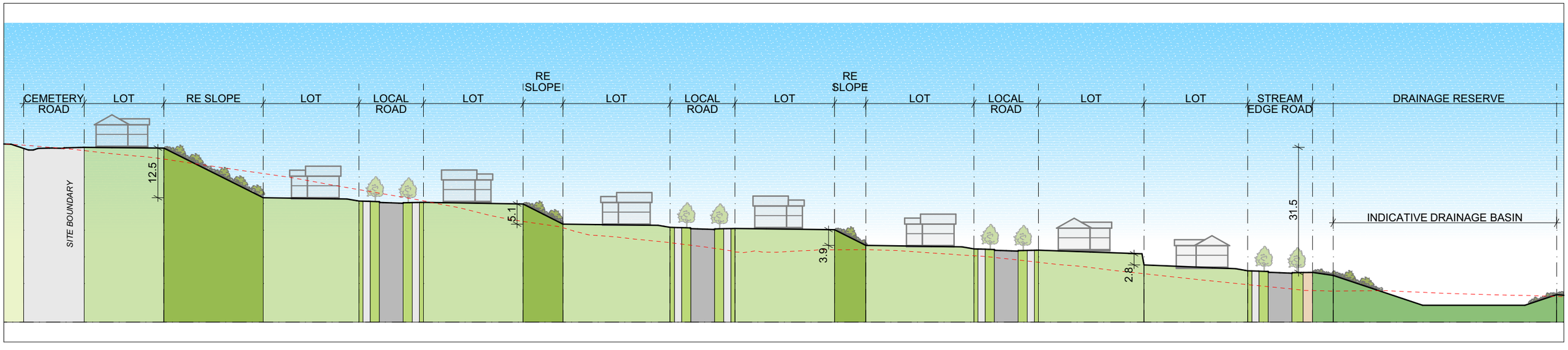
N

STATUS	FAST TRACK APPLICATION	REV
SCALE	1:1000 @A3	1
COUNCIL	AUCKLAND COUNCIL	
DWG NO	P24-128-UD301	



1
-

STAGE 12-13 SECTION 01
1:1000



2
-

STAGE 12-13 SECTION 02
1:1000

REVISION DETAILS		BY	DATE	SURVEYED	WOODS
1	FAST TRACK APPLICATION	SW	7/02/2025	DESIGNED	WOODS
				DRAWN	SW
				CHECKED	SW
				APPROVED	JW

MILLDALE
AUCKLAND

WOODS.CO.NZ

CLIENT

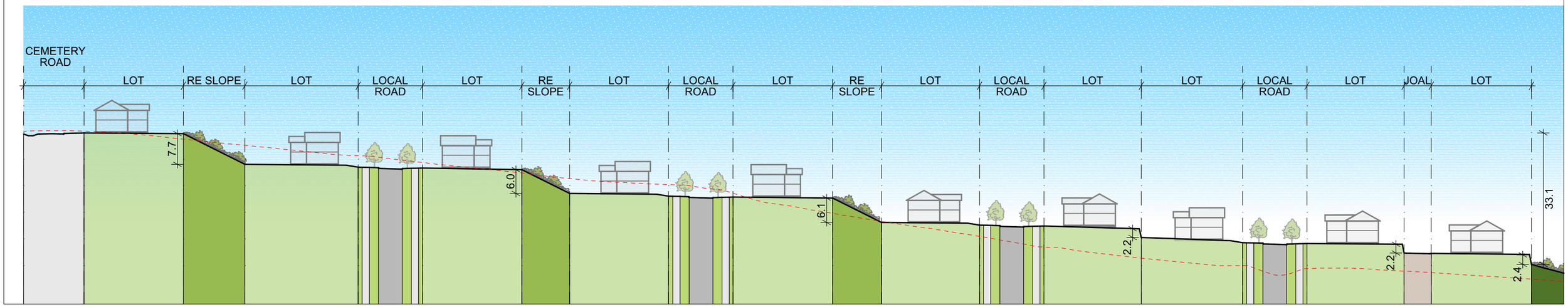
MILLDALE
Connecting Lifestyles

MILLDALE STAGE 10 -13

STAGE 12-13 SECTIONS

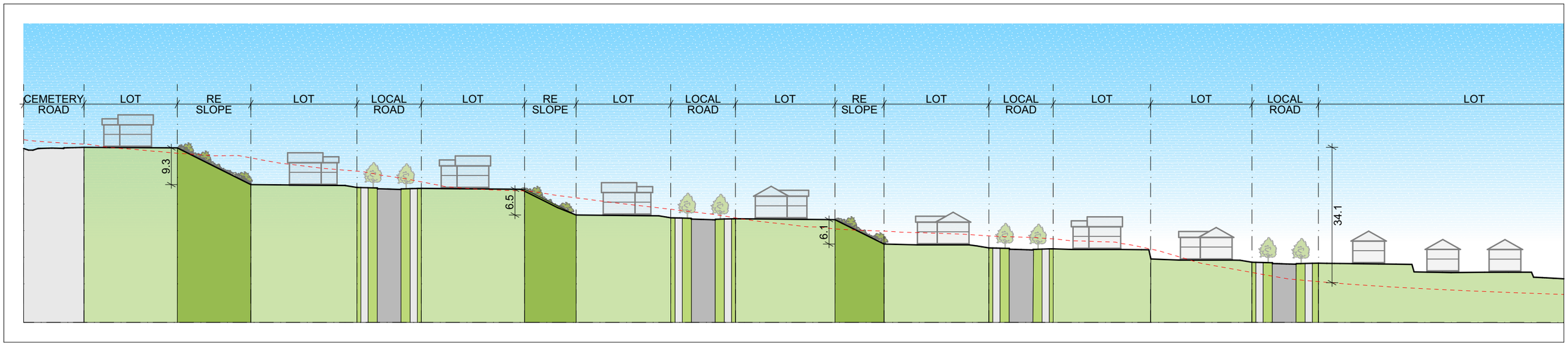
N

STATUS	FAST TRACK APPLICATION	REV
SCALE	1:1000 @A3	1
COUNCIL	AUCKLAND COUNCIL	
DWG NO	P24-128-UD302	



3
-

STAGE 12-13 SECTION 03
1:1000



4
-

STAGE 12-13 SECTION 04
1:1000

REVISION DETAILS		BY	DATE	SURVEYED	WOODS
1	FAST TRACK APPLICATION	SW	27/02/2025	DESIGNED	WOODS
				DRAWN	SW
				CHECKED	SW
				APPROVED	JW

MILLDALE
AUCKLAND

WOODS.CO.NZ

CLIENT

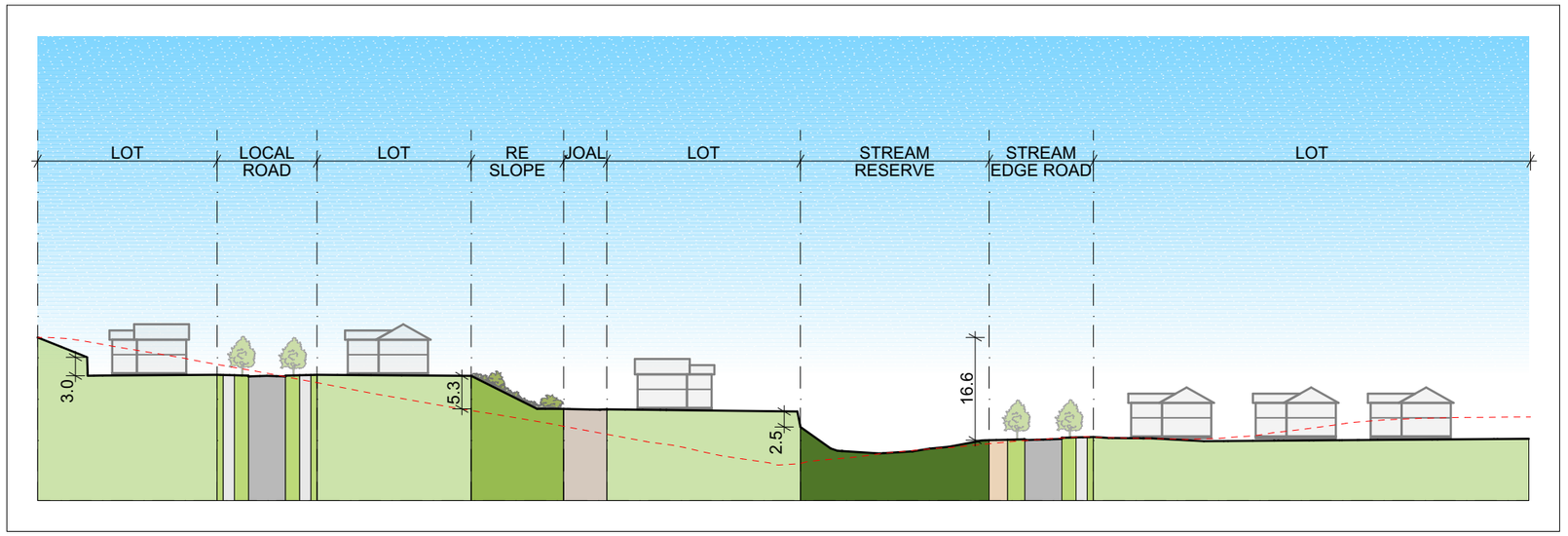
MILLDALE
Connecting Lifestyles

MILLDALE STAGE 10 -13

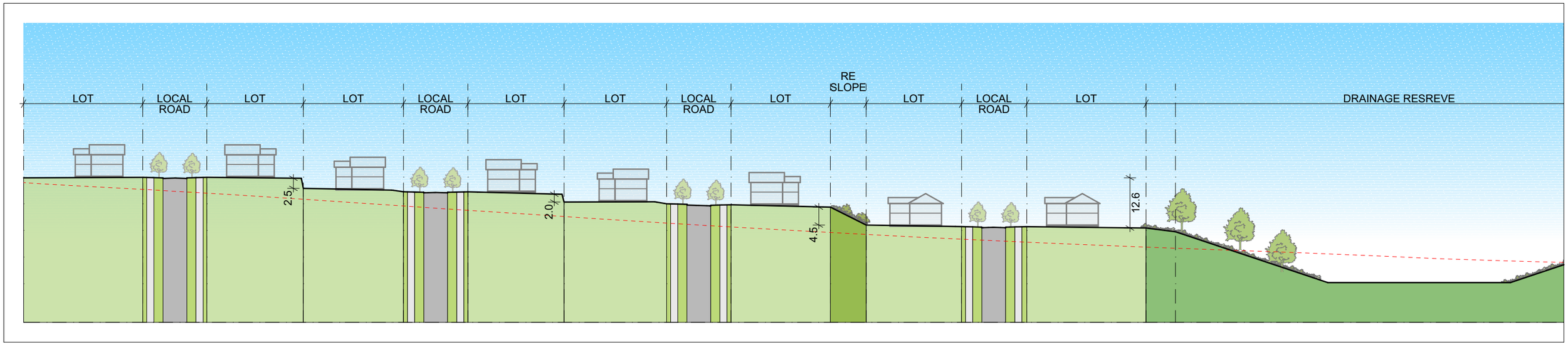
STAGE 12-13 SECTIONS

N

STATUS	FAST TRACK APPLICATION	REV
SCALE	1:1000 @A3	1
COUNCIL	AUCKLAND COUNCIL	
DWG NO	P24-128-UD303	



5 - STAGE 12-13 SECTION 05
1:1000



6 - STAGE 12-13 SECTION 06
1:1000

REVISION DETAILS		BY	DATE	SURVEYED	WOODS	MILLDALE AUCKLAND
1	FAST TRACK APPLICATION	SW	7/02/2025	DESIGNED	WOODS	
				DRAWN	SW	
				CHECKED	SW	
				APPROVED	JW	WOODS.CO.NZ

CLIENT MILLDALE Connecting Lifestyles

MILLDALE STAGE 10 -13

STAGE 12-13 SECTIONS

N

STATUS	FAST TRACK APPLICATION	REV
SCALE	1:1000 @A3	1
COUNCIL	AUCKLAND COUNCIL	
DWG NO	P24-128-UD304	

4.0 CPTED ASSESSMENT

4.0 CPTED ASSESSMENT

INTRODUCTION

Safe pedestrian accessways, reserve walkways and neighbourhood parks, are core elements of a well-connected and walkable neighbourhoods. Attractive pedestrian routes will support the social and economic well-being of the community.

The purpose of this section is to provide a Crime Prevention Through Environmental Design (CPTED) assessment of the pedestrian accessways and public interfaces to drainage reserves and esplanade areas. CPTED criteria have been incorporated throughout the design process, matters such as site layout (blocks/street structure), the relationship with neighbouring dwellings, and landscape strategy. This is to achieve a more attractive and vibrant public physical environments, which enhance public safety and crime reduction.

NATIONAL GUIDELINES

The Ministry of Justice has published The National Guidelines for Crime Prevention through Environmental Design. Part 1 of the Guideline sets out the seven qualities that can be implement into the development.

- Access: Safe movement and connections
- Surveillance and sightlines: See and be seen
- Layout: Clear and logical orientation
- Activity mix: Eyes on the street
- Sense of ownership: Showing a space is cared for
- Quality environments: Well designed, managed and maintained environments
- Physical protection: Using active security measures

It is crucial that these seven qualities should not be viewed independently from one another as these are interrelated and used for evaluating the design of the physical environment.

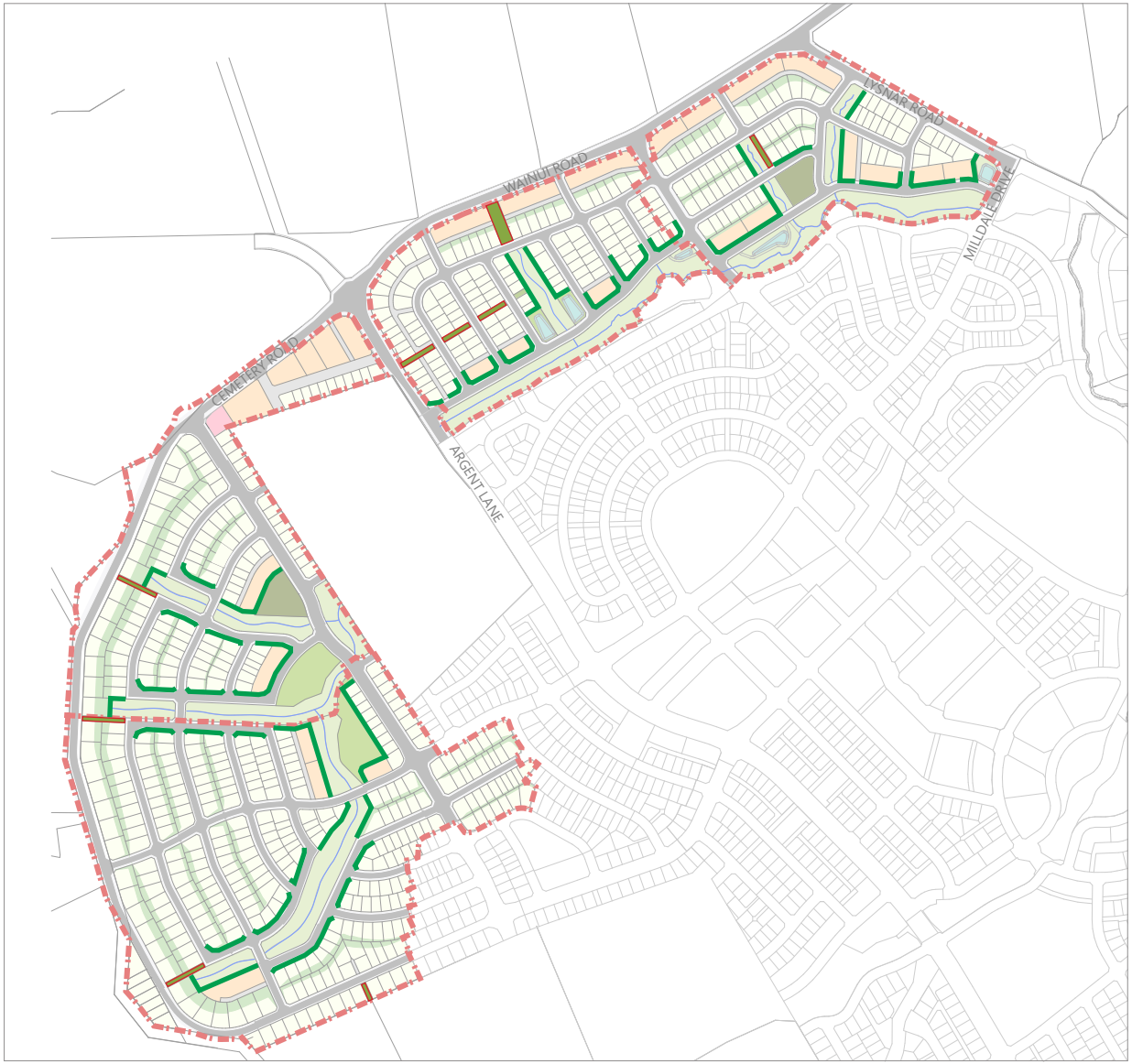


FIGURE 27: STAGE 10 - 13 SCHEME PLAN

ASSESSMENT

As a general summary, the overall scheme plans for Stages 10 - 13 demonstrates a good consideration and application of CPTED principles to create an environment where pedestrians feel safe and reduce the opportunity for crime. A summary of design techniques and measures adopted in the proposal include:

1. OVERALL BLOCK/STREET LAYOUT

- As shown in the Stages 10 - 13 scheme plans, the proposed development has adopted a simple block layout with gentle sweeping curves that ties up with the existing surrounding development and conforms with the roading pattern of the Wainui Precinct Plan. This is beneficial as it provides a clear and logical block/street structure to help with orientation and way-finding through extended sightlines where pedestrian can surveille their proposed route for any potential risks and adjust their movements accordingly.
- Pedestrian accessways are arranged in a straight alignment without offsets to the adjacent path so that pedestrian can have direct visibility and sightlines from one end to another.
- The nine pedestrian accessways and two parks are borded by residential dwellings, JOALS, or esplanade areas, and accessed from a road on either side, providing passive surviellance in these locations. This can have an impact on both the perceived and actual levels of safety in these environments.

2. MOVEMENT / OPEN SPACE NETWORK

- The pedestrian accessways and parks have a well-defined movement framework with the wider open space network and access to local community facilities. In this instance, it has a direct linear recreational link between Wainui Road, Argent Lane, proposed Neighbourhood parks, and the stream reserve. These should encourage active modes of transport and maximise utility of the pedestrian accessways.

FIGURE 28: STAGES 10 - 13 OPEN SPACE NETWORK

3. PEDESTRIAN ACCESSWAY WIDTH & LENGTH

- In terms of technical standards in Transport Design Manual: Footpaths and the Public Realm, it is noted that the lengths of the proposed pedestrian accessways are lower than the maximum recommended length of 70m as set out within the TDM. The proposed 8.0m width complies with the recommended width where pedestrian accessways connect one local road to another.
- Further, the width of footpath at 2.0m complies with the recommended minimum width in the Auckland Design Manual's Local Path Design. The 2.0m wide path is adequate to reduce crowding on footpaths. Reducing crowdedness also reduces possible tension between users of the space.

4. LANDSCAPE TREAMENT

- The provision of the detailed design of planning, planting schedules and lighting design will be managed via conditions of consent. The design will be in keeping with the established areas of Milldale and the Milldale design guidelines.
- The design will be in keeping with the estalished areas of Milldale. Landscape treatments along pedestrian accessways and public parks, would be similar to other Milldale stages for coherency, ensuring there will be low level planting provided between the footpath and boundary to promote territorial ownership. This is to impede people from being able to walk directly up to buildings, and helps to provide a distinction between public, semi-private and private spaces which is important for enabling a sense of ownership over spaces. This can act as an important deterrent to criminal or anti-social behaviour.
- The combinations of low fence heights, low level landscaping, lighting poles, and setbacks of adjacent buildings would ensure that these spaces will not feel enclosed which can create perceptions of an unsafe environment.

FIGURE 29: EXISTING PEDESTRIAN ACCESSWAYS IN MILLDALE

5. NEIGHBOURING PROPERTIES

- Pedestrian accessways, neighbourhood parks and stream areas are expected to be overlooked by habitable rooms of the adjacent properties and other dwellings at any given time. As such, this would be a positive feature to reduce opportunities for crime or perceptions of an unsafe environment.
- Pedestrian accessways may benefit from the light spills from adjacent properties in some degree during dark hours.
- Fencing along the pedestrian accessways, stream reserves, and parks should consist of 1.2m pool fencing, in line with the Milldale Design Guidelines, to maintain passive surveillance while balancing on-lot privacy. This approach ensures openness and security while allowing for sufficient planting to enhance the streetscape.

CONCLUSION

The overall design intention for the proposed pedestrian accessways, stream reserves and parks are to provide an open public spaces with landscaped areas, trees and walking paths which will help promote their use and reinforce their importance as key active mode connections in this development.

CPTED principles have been considered and embedded in the design to create a safe and functional environment, these include overall block layout, link to the wider open space network, and future landscaping. It is expected that the pedestrian accessways, parks and reserve areas in Stages 10 - 13 to be a high-quality, well used and low risk space for any anti-social behaviours.

FIGURE 30: EXISTING PASSIVE SURVEILLANCE TO PARK IN MILLDALE

5.0 INDICATIVE SUPERLOT TESTING

5.0 INDICATIVE SUPERLOT TESTING

The 27 Superlots proposed in Stages 10 - 13 have been designed and located adjacent to the arterial road and collector road or overlooking public open space (neighbourhood park and dry basins). These locations were selected to provide a higher degree of amenity, either landscaped space external to the site or proximity to public transport connections, for dwellings that have smaller site areas. These superlots provide an opportunity to diversify the range of housing types delivered in the subdivision and increase density around open space amenity.

The superlots have been sized to accommodate a variety of dwelling typologies and built outcomes. The superlots envisage mostly terrace or duplex housing development up to two stories high but will be subject to future land use consents. The superlot testing undertaken (refer to the following pages of this report) has demonstrated potential dwelling typologies and layouts within each proposed superlot.

Superlot depths are adequate to ensure orientation of the superlots along the riparian reserve and Wainui Road have outdoor living spaces oriented to the north sun, ensuring all occupants can readily access private outdoor areas. The large, glazed areas encourage natural surveillance of adjacent public spaces. These elements are part of providing safe developments that will encourage more people who will activate the stream edge shared path.

The indicative superlot designs have been tested to ensure compliance with the Wainui Precinct and the Residential Design Outcomes & Controls (RDOC) (Appendix 1).

FIGURE 30: STAGE 10 - 13 SCHEME PLAN - SUPERLOT TESTING LOCATIONS

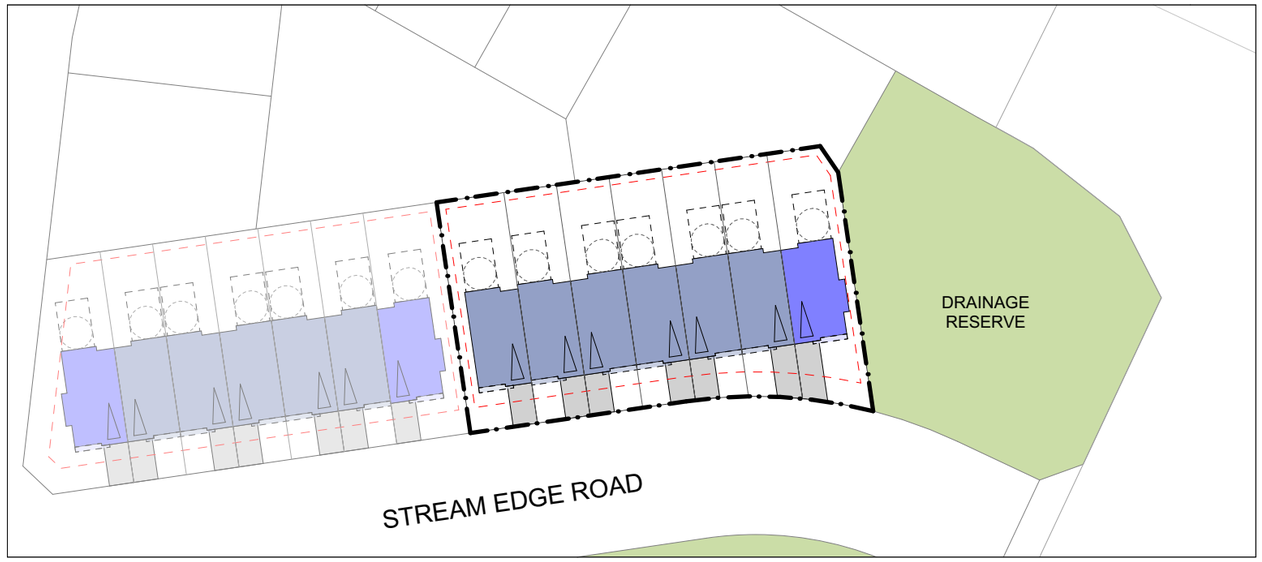
LOT 1001

INDICATIVE HOUSE TYPOLOGY

TYPE	DESCRIPTION	WIDTH	GFA
	2 LEVEL TERRACE 3 Bedroom + Single Garage	6.5m	156m^2
	2 LEVEL END TERRACE 3 Bedroom + Single Garage	7.2m	161m^2

LEGEND

- YARD SETBACKS
- OUTLOOK SPACE
- OUTDOOR LIVING SPACE



2 - LOT 1001 INDICATIVE TYPOLOGY + COMPLIANCE PLAN
1:750

1 - LOT 1001 INDICATIVE SITE LAYOUT
1:300

WOODS
Est.1970

SITE LOCATION

COMPLIANCE SCHEDULE

UNDERLYING ZONING	MHS
LOT SIZE	1,432m^2
YIELD	7

BUILDING HEIGHT	☑
HIRB	☒
YARDS (2.5m + 1.0m)	☑
IMPERVIOUS AREA	☑
BUILDING COVERAGE	☑
LANDSCAPED AREA	☑
OUTLOOK SPACE	☑
OUTDOOR LIVING	☑

REVISION DETAILS		BY	DATE
1	FAST TRACK APPLICATION	SW	FEB 2025

DESIGNED	WOODS	MILLDALE, AUCKLAND
DRAWN	SW	
CHECKED	SW	
APPROVED		WOODS.CO.NZ

N

MILLDALE
Connecting Lifestyles

MILLDALE STAGE 10 -13

LOT 1001 - LOT TESTING

STATUS	FAST TRACK APPLICATION	REV
SCALE	1:300, 1:750 @A3	1
COUNCIL	AUCKLAND COUNCIL	
DWG NO	P24-128-UD101	

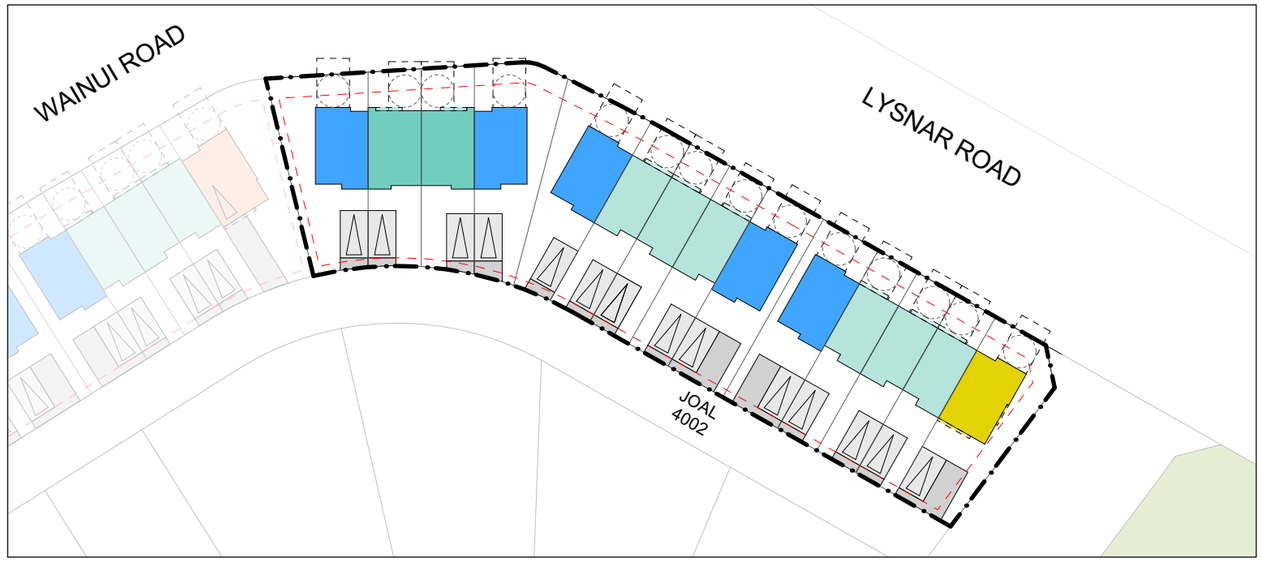
LOT 1007

INDICATIVE HOUSE TYPOLOGY

TYPE	DESCRIPTION	WIDTH	GFA
	2 LEVEL TERRACE 3 Bedroom + Single Garage	5.5m	122m^2
	2 LEVEL TERRACE 3 Bedroom + Single Garage	6.5m	143m^2
	2 LEVEL END TERRACE 3 Bedroom + Single Garage	6.4m	142m^2
	2 LEVEL END TERRACE 4 Bedroom + Single Garage	6.7m	151m^2

LEGEND

- YARD SETBACKS
- OUTLOOK SPACE
- OUTDOOR LIVING SPACE



1 / - LOT 1007 INDICATIVE TYPOLOGY + COMPLIANCE PLAN
1:750

2 / - LOT 1007 INDICATIVE SITE LAYOUT
1:400

WOODS
Est.1970

SITE LOCATION

COMPLIANCE SCHEDULE

UNDERLYING ZONING	SHZ
STANDARDS TO APPLY	RDOC
LOT SIZE	2,413m^2
YIELD	14

BUILDING HEIGHT	☑
HIRB	☑
YARDS (2.5m + 1.0m)	☑
IMPERVIOUS AREA	☑
BUILDING COVERAGE	☑
LANDSCAPED AREA	☑
OUTLOOK SPACE	☑
OUTDOOR LIVING	☑

REVISION DETAILS		BY	DATE
1	FAST TRACK APPLICATION	SW	FEB 2025

DESIGNED	WOODS	MILLDALE, AUCKLAND
DRAWN	SW	
CHECKED	SW	
APPROVED		WOODS.CO.NZ

N

MILLDALE
Connecting Lifestyles

MILLDALE STAGE 10 -13

LOT 1007 - LOT TESTING

STATUS	FAST TRACK APPLICATION	REV
SCALE	1:750, 1:400 @A3	1
COUNCIL	AUCKLAND COUNCIL	
DWG NO	P24-128-UD105	

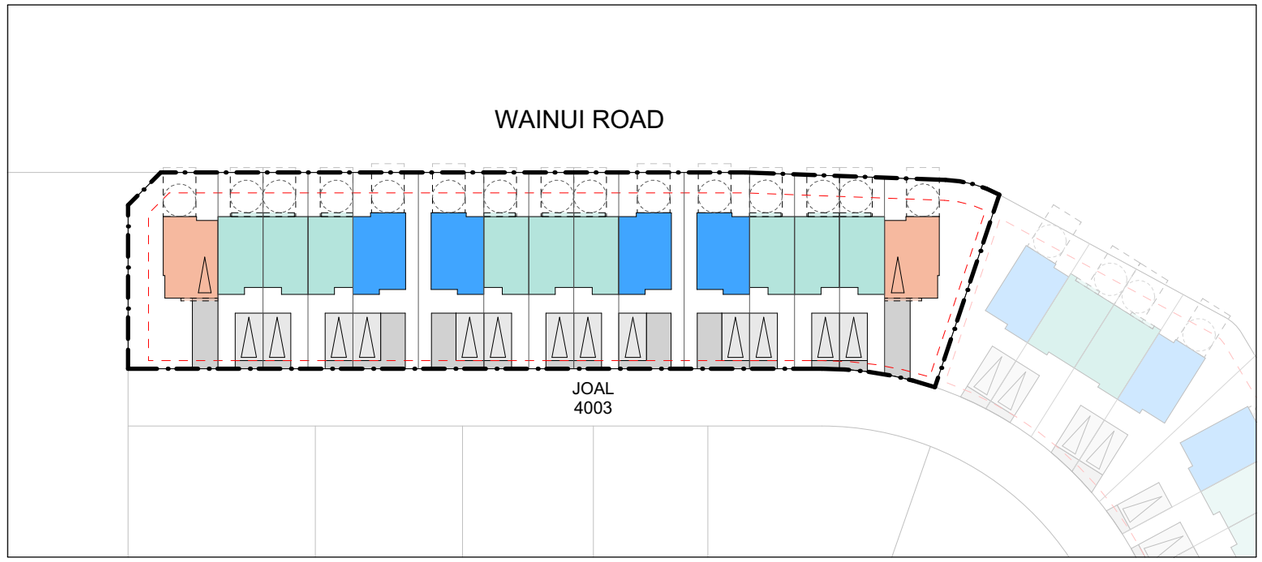
LOT 1008

INDICATIVE HOUSE TYPOLOGY

TYPE	DESCRIPTION	WIDTH	GFA
	2 LEVEL TERRACE 3 Bedroom + Single Garage	5.5m	122m^2
	2 LEVEL END TERRACE 3 Bedroom + Single Garage	6.4m	142m^2
	2 LEVEL END TERRACE 3 Bedroom + Single Garage	6.7m	132m^2

LEGEND

- YARD SETBACKS
- OUTLOOK SPACE
- OUTDOOR LIVING SPACE



1 - LOT 1008 INDICATIVE TYPOLOGY + COMPLIANCE PLAN
1:750

2 - LOT 1008 INDICATIVE SITE LAYOUT
1:400

WOODS
EST.1970

SITE LOCATION

COMPLIANCE SCHEDULE

UNDERLYING ZONING	SHZ
STANDARDS TO APPLY	RDOC
LOT SIZE	2,463m^2
YIELD	15

BUILDING HEIGHT	☑
HIRB	☑
YARDS (2.5m + 1.0m)	☑
IMPERVIOUS AREA	☑
BUILDING COVERAGE	☑
LANDSCAPED AREA	☑
OUTLOOK SPACE	☑
OUTDOOR LIVING	☑

REVISION DETAILS		BY	DATE
1	FAST TRACK APPLICATION	SW	FEB 2025

DESIGNED	WOODS	MILLDALE, AUCKLAND
DRAWN	SW	
CHECKED	SW	
APPROVED		WOODS.CO.NZ

N

MILLDALE
Connecting Lifestyles

MILLDALE STAGE 10 -13

LOT 1008 - LOT TESTING

STATUS	FAST TRACK APPLICATION	REV
SCALE	1:750, 1:400 @A3	1
COUNCIL	AUCKLAND COUNCIL	
DWG NO	P24-128-UD106	

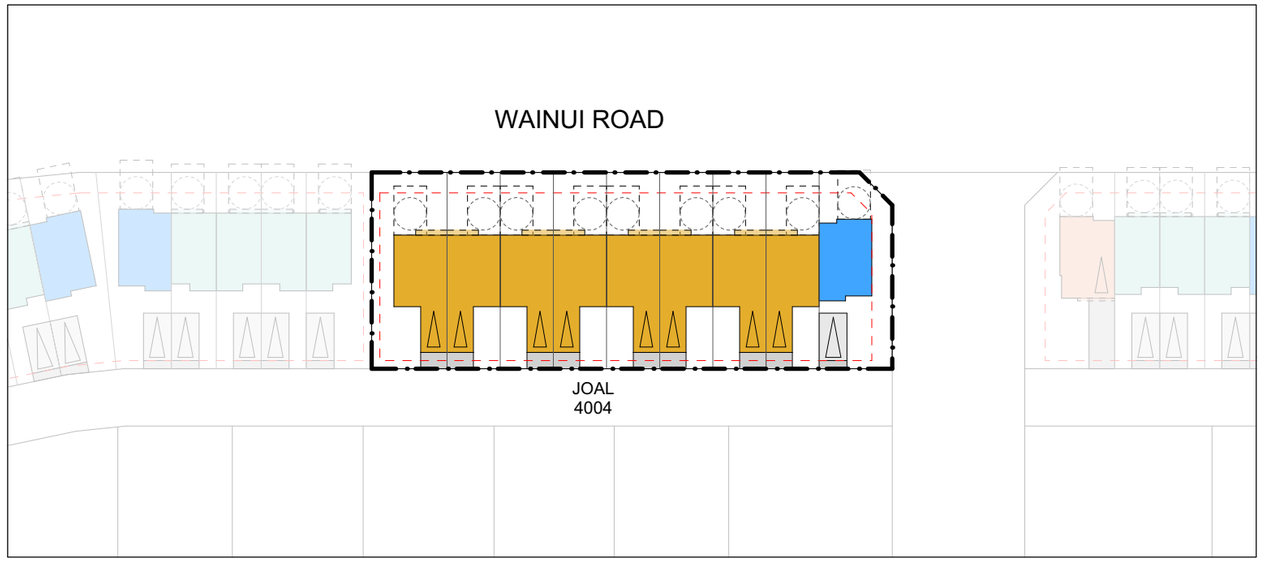
LOT 1009

INDICATIVE HOUSE TYPOLOGY

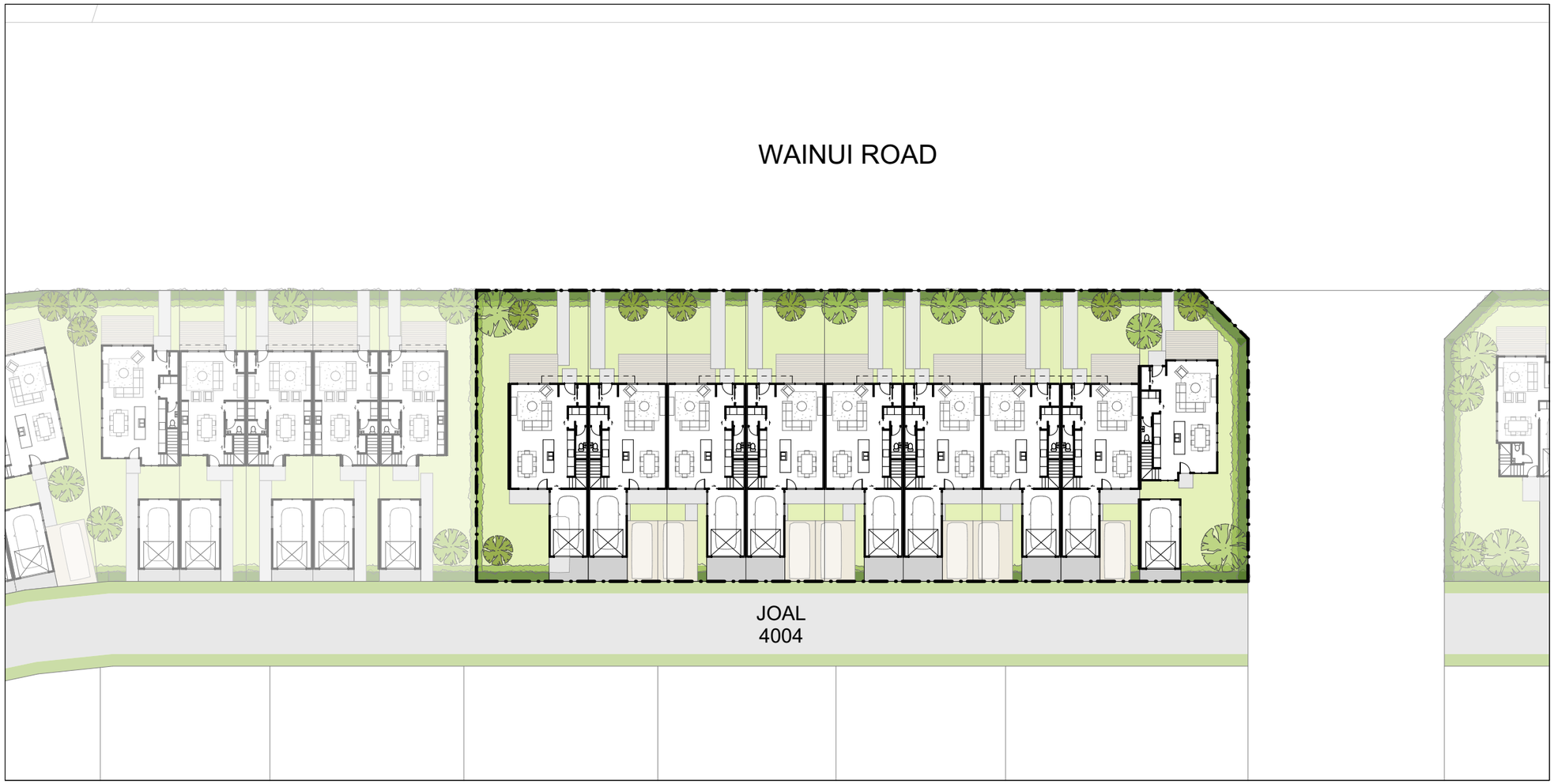
TYPE	DESCRIPTION	WIDTH	GFA
	2 LEVEL TERRACE 3 Bedroom + Single Garage	6.5m	145m^2
	2 LEVEL END TERRACE 3 Bedroom + Single Garage	6.4m	142m^2

LEGEND

- YARD SETBACKS
- OUTLOOK SPACE
- OUTDOOR LIVING SPACE



1 / - LOT 1008 INDICATIVE TYPOLOGY + COMPLIANCE PLAN
1:750



2 / - LOT 1009 INDICATIVE SITE LAYOUT
1:400

WOODS
Est.1970

SITE LOCATION

COMPLIANCE SCHEDULE

UNDERLYING ZONING	SHZ
STANDARDS TO APPLY	RDOC
LOT SIZE	1,520m^2
YIELD	9

BUILDING HEIGHT	☑
HIRB	☑
YARDS (2.5m + 1.0m)	☑
IMPERVIOUS AREA	☑
BUILDING COVERAGE	☑
LANDSCAPED AREA	☑
OUTLOOK SPACE	☑
OUTDOOR LIVING	☑

REVISION DETAILS		BY	DATE
1	FAST TRACK APPLICATION	SW	FEB 2025

DESIGNED	WOODS	MILLDALE, AUCKLAND
DRAWN	SW	
CHECKED	SW	
APPROVED		WOODS.CO.NZ

MILLDALE
Connecting Lifestyles

MILLDALE STAGE 10 -13

LOT 1009 - LOT TESTING

STATUS	FAST TRACK APPLICATION	REV
SCALE	1:750, 1:400 @A3	1
COUNCIL	AUCKLAND COUNCIL	
DWG NO	P24-128-UD107	

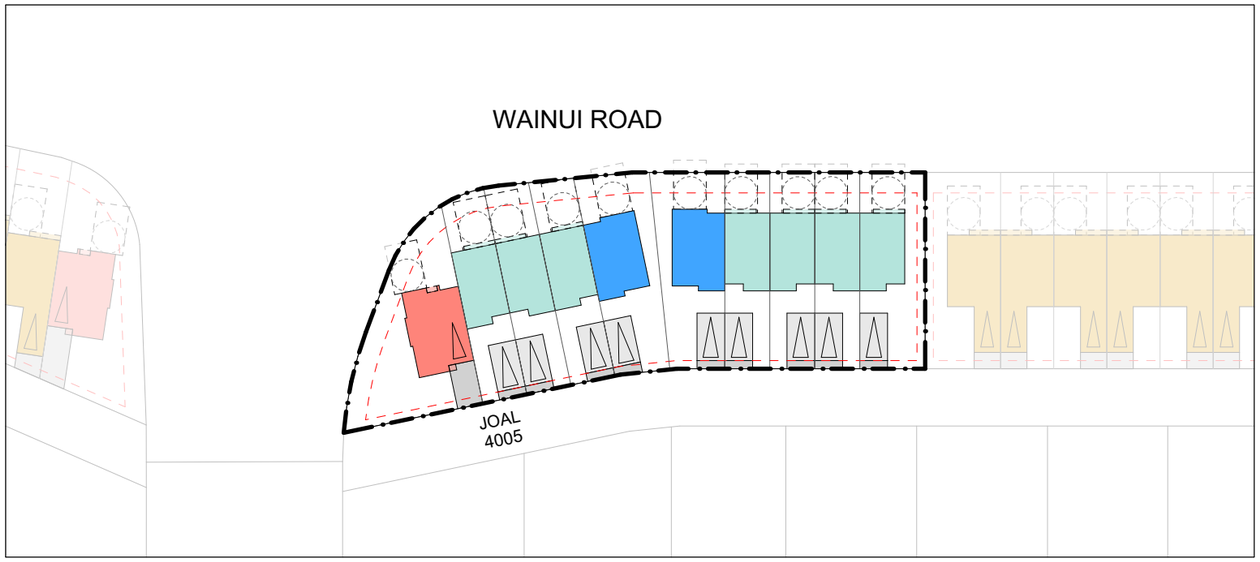
LOT 1010

INDICATIVE HOUSE TYPOLOGY

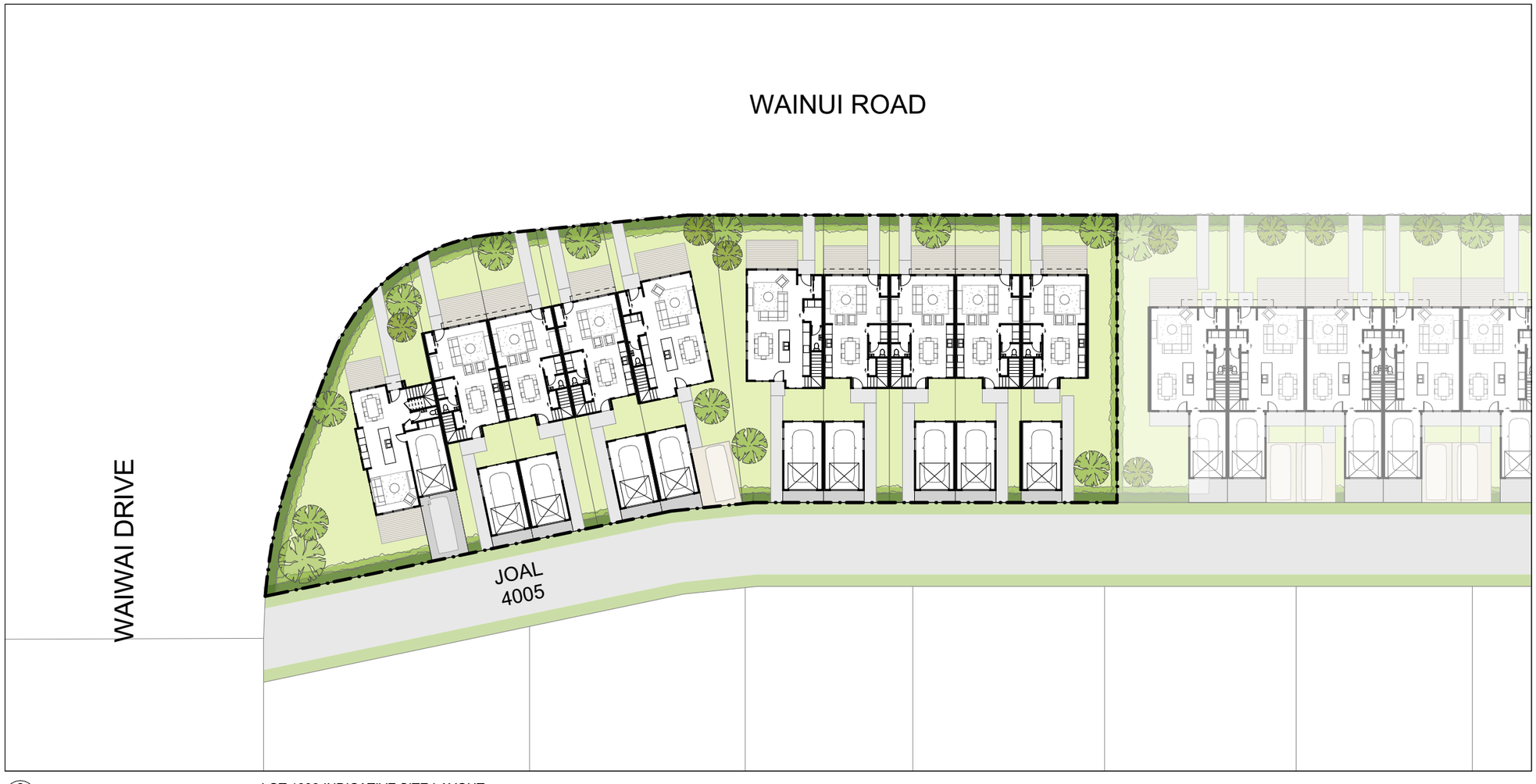
TYPE	DESCRIPTION	WIDTH	GFA
	2 LEVEL TERRACE 3 Bedroom + Single Garage	5.5m	122m^2
	2 LEVEL END TERRACE 3 Bedroom + Single Garage	6.4m	142m^2
	2 LEVEL END TERRACE 3 Bedroom + Single Garage	7.2m	141m^2

LEGEND

- YARD SETBACKS
- OUTLOOK SPACE
- OUTDOOR LIVING SPACE



1 / - LOT 1010 INDICATIVE TYPOLOGY + COMPLIANCE PLAN
1:750



2 / - LOT 1008 INDICATIVE SITE LAYOUT
1:400

WOODS
EST.1970

SITE LOCATION

COMPLIANCE SCHEDULE

UNDERLYING ZONING	SHZ
STANDARDS TO APPLY	RDOC
LOT SIZE	1,667m^2
YIELD	10

BUILDING HEIGHT	☑
HIRB	☑
YARDS (2.5m + 1.0m)	☑
IMPERVIOUS AREA	☑
BUILDING COVERAGE	☑
LANDSCAPED AREA	☑
OUTLOOK SPACE	☑
OUTDOOR LIVING	☑

REVISION DETAILS		BY	DATE
1	FAST TRACK APPLICATION	SW	FEB 2025

DESIGNED	WOODS	MILLDALE, AUCKLAND
DRAWN	SW	
CHECKED	SW	
APPROVED		WOODS.CO.NZ

MILLDALE
Connecting Lifestyles

MILLDALE STAGE 10 -13

LOT 1010 - LOT TESTING

STATUS	FAST TRACK APPLICATION	REV
SCALE	1:750, 1:400 @A3	1
COUNCIL	AUCKLAND COUNCIL	
DWG NO	P24-128-UD108	

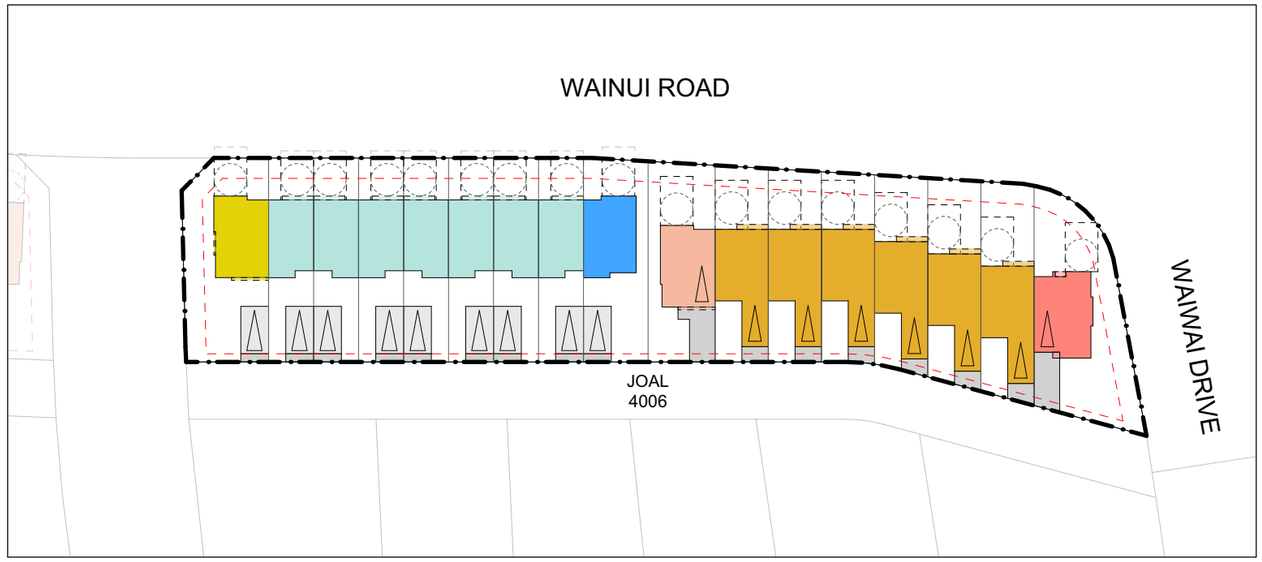
LOT 1011

INDICATIVE HOUSE TYPOLOGY

TYPE	DESCRIPTION	WIDTH	GFA
	2 LEVEL TERRACE 3 Bedroom + Single Garage	5.5m	122m^2
	2 LEVEL END TERRACE 3 Bedroom + Single Garage	6.4m	142m^2
	2 LEVEL END TERRACE 4 Bedroom + Single Garage	6.7m	151m^2
	2 LEVEL TERRACE 3 Bedroom + Single Garage	6.5m	145m^2
	2 LEVEL END TERRACE 3 Bedroom + Single Garage	6.7m	132m^2
	2 LEVEL END TERRACE 3 Bedroom + Single Garage	7.2m	141m^2

LEGEND

- YARD SETBACKS
- OUTLOOK SPACE
- OUTDOOR LIVING SPACE



1 / - LOT 1011 INDICATIVE TYPOLOGY + COMPLIANCE PLAN
1:750

2 / - LOT 1011 INDICATIVE SITE LAYOUT
1:400

WOODS
Est.1970

SITE LOCATION

COMPLIANCE SCHEDULE

UNDERLYING ZONING	SHZ
STANDARDS TO APPLY	RDOC
LOT SIZE	2,842m^2
YIELD	17

BUILDING HEIGHT	☑
HIRB	☑
YARDS (2.5m + 1.0m)	☑
IMPERVIOUS AREA	☑
BUILDING COVERAGE	☑
LANDSCAPED AREA	☑
OUTLOOK SPACE	☑
OUTDOOR LIVING	☑

REVISION DETAILS		BY	DATE
1	FAST TRACK APPLICATION	SW	FEB 2025

DESIGNED	WOODS	MILLDALE, AUCKLAND
DRAWN	SW	
CHECKED	SW	
APPROVED		WOODS.CO.NZ

N

MILLDALE
Connecting Lifestyles

MILLDALE STAGE 10 -13

LOT 1011 - LOT TESTING

STATUS	FAST TRACK APPLICATION	REV
SCALE	1:750, 1:400 @A3	1
COUNCIL	AUCKLAND COUNCIL	
DWG NO	P24-128-UD109	

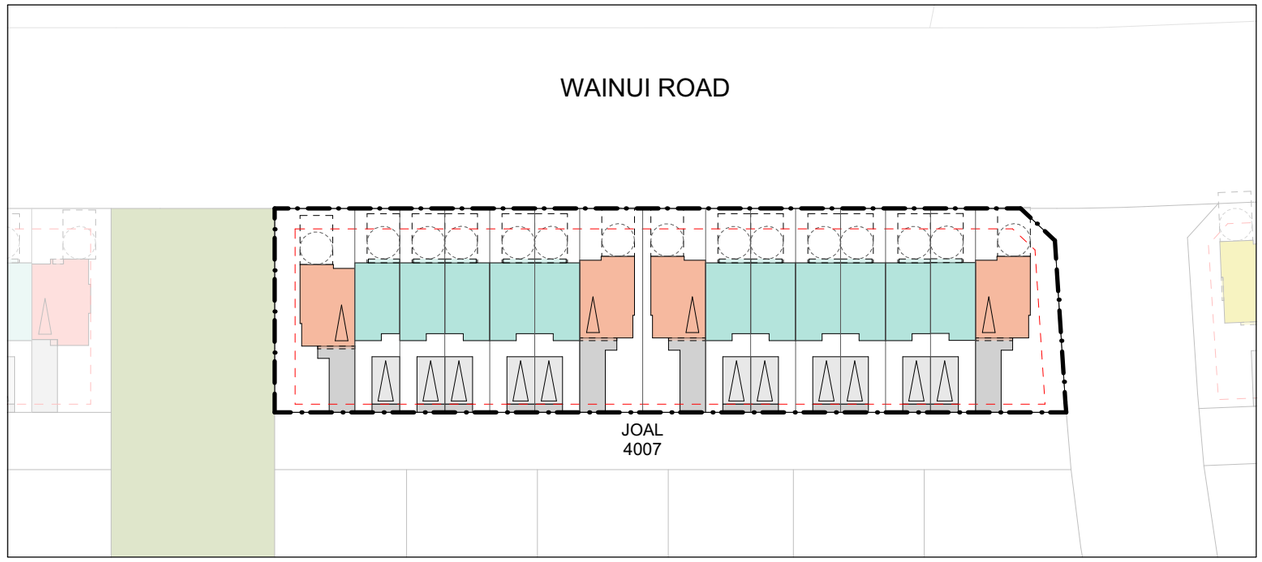
LOT 1012

INDICATIVE HOUSE TYPOLOGY

TYPE	DESCRIPTION	WIDTH	GFA
	2 LEVEL TERRACE 3 Bedroom + Single Garage	5.5m	122m^2
	2 LEVEL END TERRACE 3 Bedroom + Single Garage	6.7m	132m^2

LEGEND

- YARD SETBACKS
- OUTLOOK SPACE
- OUTDOOR LIVING SPACE



1 / - LOT 1012 INDICATIVE TYPOLOGY + COMPLIANCE PLAN
1:750

2 / - LOT 1012 INDICATIVE SITE LAYOUT
1:400

WOODS
EST.1970

SITE LOCATION

COMPLIANCE SCHEDULE

UNDERLYING ZONING	SHZ
STANDARDS TO APPLY	RDOC
LOT SIZE	2,385m^2
YIELD	15

BUILDING HEIGHT	☑
HIRB	☑
YARDS (2.5m + 1.0m)	☑
IMPERVIOUS AREA	☑
BUILDING COVERAGE	☑
LANDSCAPED AREA	☑
OUTLOOK SPACE	☑
OUTDOOR LIVING	☑

REVISION DETAILS		BY	DATE
1	FAST TRACK APPLICATION	SW	FEB 2025

DESIGNED	WOODS	MILLDALE, AUCKLAND
DRAWN	SW	
CHECKED	SW	
APPROVED		WOODS.CO.NZ

N

MILLDALE
Connecting Lifestyles

MILLDALE STAGE 10 -13

LOT 1012 - LOT TESTING

STATUS	FAST TRACK APPLICATION	REV
SCALE	1:750, 1:400 @A3	1
COUNCIL	AUCKLAND COUNCIL	
DWG NO	P24-128-UD110	

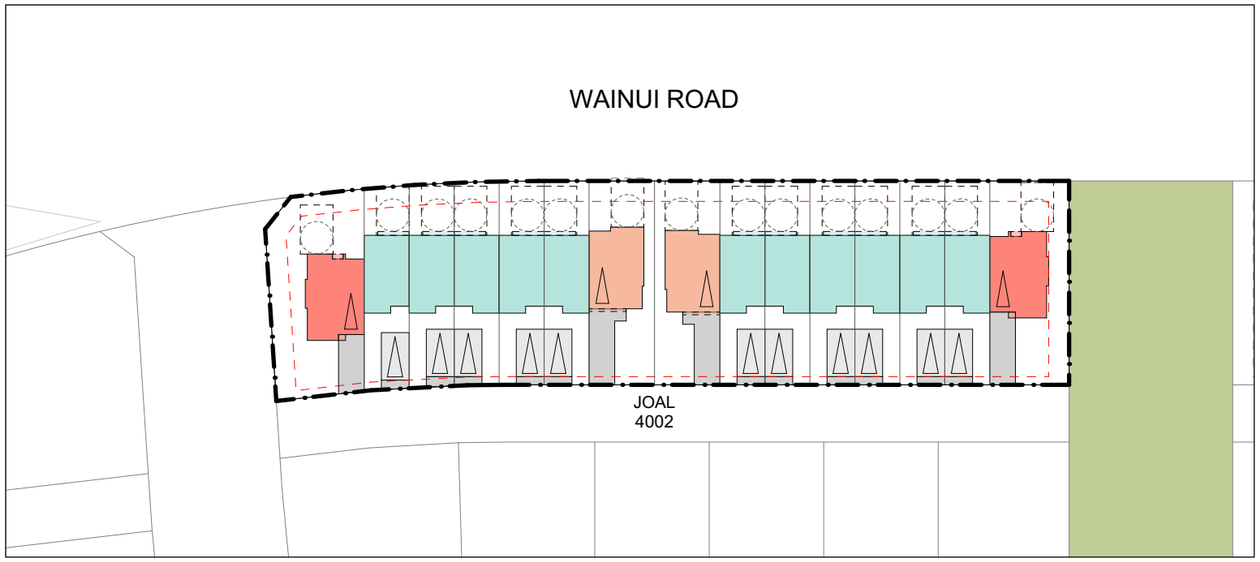
LOT 1013

INDICATIVE HOUSE TYPOLOGY

TYPE	DESCRIPTION	WIDTH	GFA
	2 LEVEL TERRACE 3 Bedroom + Single Garage	5.5m	122m^2
	2 LEVEL END TERRACE 3 Bedroom + Single Garage	6.7m	132m^2
	2 LEVEL END TERRACE 3 Bedroom + Single Garage	7.2m	141m^2

LEGEND

- YARD SETBACKS
- OUTLOOK SPACE
- OUTDOOR LIVING SPACE



1 - LOT 1013 INDICATIVE TYPOLOGY + COMPLIANCE PLAN
1:750

2 - LOT 1013 INDICATIVE SITE LAYOUT
1:400

WOODS
EST.1970

SITE LOCATION

COMPLIANCE SCHEDULE

UNDERLYING ZONING	SHZ
STANDARDS TO APPLY	RDOC
LOT SIZE	2,427m^2
YIELD	15

BUILDING HEIGHT	☑
HIRB	☑
YARDS (2.5m + 1.0m)	☑
IMPERVIOUS AREA	☑
BUILDING COVERAGE	☑
LANDSCAPED AREA	☑
OUTLOOK SPACE	☑
OUTDOOR LIVING	☑

REVISION DETAILS		BY	DATE
1	FAST TRACK APPLICATION	SW	FEB 2025

DESIGNED	WOODS	MILLDALE, AUCKLAND
DRAWN	SW	
CHECKED	SW	
APPROVED		WOODS.CO.NZ

N

MILLDALE
Connecting Lifestyles

MILLDALE STAGE 10 -13

LOT 1013 - LOT TESTING

STATUS	FAST TRACK APPLICATION	REV
SCALE	1:750, 1:400 @A3	1
COUNCIL	AUCKLAND COUNCIL	
DWG NO	P24-128-UD111	

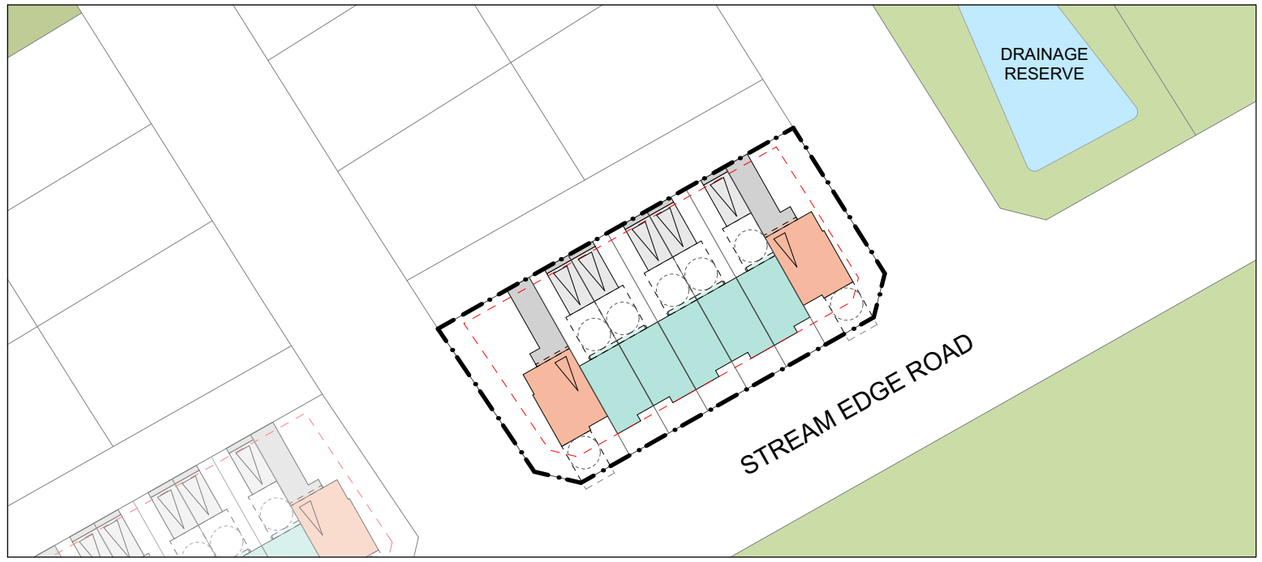
LOT 1015

INDICATIVE HOUSE TYPOLOGY

TYPE	DESCRIPTION	WIDTH	GFA
	2 LEVEL TERRACE 3 Bedroom + Single Garage	5.5m	122m^2
	2 LEVEL END TERRACE 3 Bedroom + Single Garage	6.7m	132m^2

LEGEND

- YARD SETBACKS
- OUTLOOK SPACE
- OUTDOOR LIVING SPACE



1 - LOT 1015 INDICATIVE TYPOLOGY + COMPLIANCE PLAN
1:750

2 - LOT 1015 INDICATIVE SITE LAYOUT
1:300

WOODS
EST.1970

SITE LOCATION

COMPLIANCE SCHEDULE

UNDERLYING ZONING	MHS
LOT SIZE	1,222m^2
YIELD	7

BUILDING HEIGHT	☑
HIRB	☑
YARDS (2.5m + 1.0m)	☑
IMPERVIOUS AREA	☑
BUILDING COVERAGE	☑
LANDSCAPED AREA	☑
OUTLOOK SPACE	☑
OUTDOOR LIVING	☑

REVISION DETAILS		BY	DATE
1	FAST TRACK APPLICATION	SW	FEB 2025

DESIGNED	WOODS	MILLDALE, AUCKLAND
DRAWN	SW	
CHECKED	SW	
APPROVED		WOODS.CO.NZ

N

MILLDALE
Connecting Lifestyles

MILLDALE STAGE 10 -13

LOT 1015 - LOT TESTING

STATUS	FAST TRACK APPLICATION	REV
SCALE	1:750, 1:300 @A3	1
COUNCIL	AUCKLAND COUNCIL	
DWG NO	P24-128-UD102	

LOT 1017

INDICATIVE HOUSE TYPOLOGY

TYPE	DESCRIPTION	WIDTH	GFA
	2 LEVEL TERRACE 2 Bedroom + Single Garage	4.5m	111m^2
	2 LEVEL END TERRACE 2 Bedroom + Single Garage	5.2m	116m^2
	2 LEVEL END TERRACE 4 Bedroom + Single Garage	6.7m	151m^2

LEGEND

- YARD SETBACKS
- OUTLOOK SPACE
- OUTDOOR LIVING SPACE

1 - LOT 1017 INDICATIVE TYPOLOGY + COMPLIANCE PLAN 1:750

2 - LOT 1017 INDICATIVE SITE LAYOUT 1:400

WOODS
Est.1970

SITE LOCATION

COMPLIANCE SCHEDULE

UNDERLYING ZONING	SHZ
STANDARDS TO APPLY	RDOC
LOT SIZE	2,153m^2
YIELD	13

BUILDING HEIGHT	☑
HIRB	☑
YARDS (2.5m + 1.0m)	☑
IMPERVIOUS AREA	☑
BUILDING COVERAGE	☑
LANDSCAPED AREA	☑
OUTLOOK SPACE	☑
OUTDOOR LIVING	☑

REVISION DETAILS		BY	DATE
1	FAST TRACK APPLICATION	SW	FEB 2025

DESIGNED	WOODS	MILLDALE, AUCKLAND
DRAWN	SW	
CHECKED	SW	
APPROVED		WOODS.CO.NZ

MILLDALE
Connecting Lifestyles

MILLDALE STAGE 10 -13

LOT 1017 - LOT TESTING

STATUS	FAST TRACK APPLICATION	REV
SCALE	1:750, 1:400 @A3	1
COUNCIL	AUCKLAND COUNCIL	
DWG NO	P24-128-UD112	

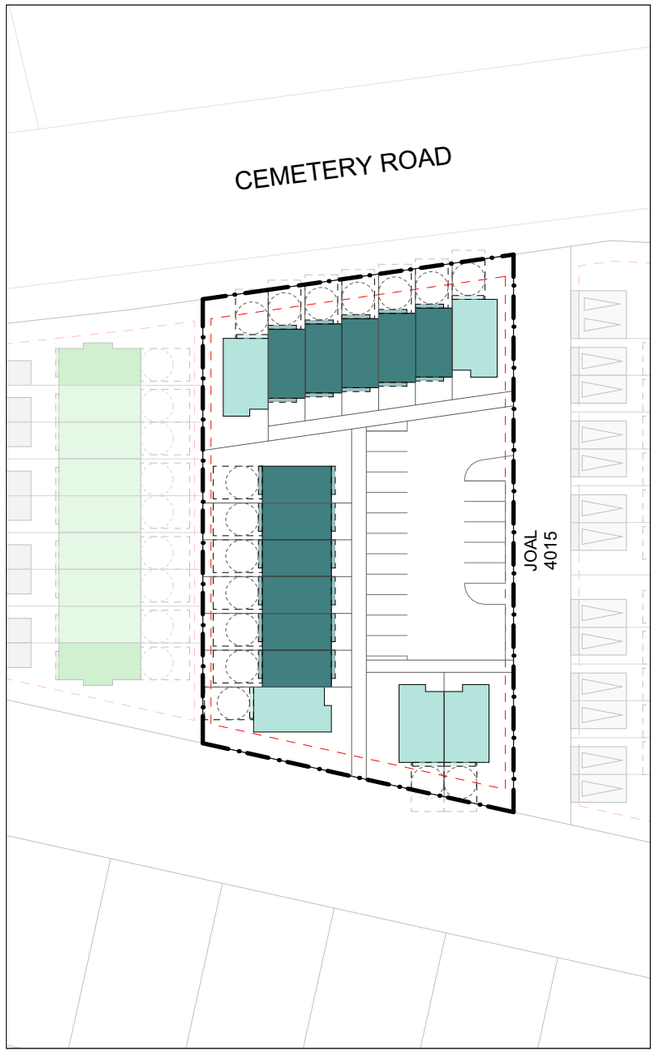
LOT 1018

INDICATIVE HOUSE TYPOLOGY

TYPE	DESCRIPTION	WIDTH	GFA
	2 LEVEL TERRACE 2 Bedroom + Carpark	4.5m	79m^2
	2 LEVEL END TERRACE 3 Bedroom + Carpark	5.5m	103m^2

LEGEND

- YARD SETBACKS
- OUTLOOK SPACE
- OUTDOOR LIVING SPACE



1 - LOT 1018 INDICATIVE TYPOLOGY + COMPLIANCE PLAN 1:750

2 - LOT 1018 INDICATIVE SITE LAYOUT 1:400

WOODS
Est.1970

SITE LOCATION

COMPLIANCE SCHEDULE

UNDERLYING ZONING	SHZ
STANDARDS TO APPLY	RDOC
LOT SIZE	2,326m^2
YIELD	16

BUILDING HEIGHT	☑
HIRB	☑
YARDS (2.5m + 1.0m)	☑
IMPERVIOUS AREA	☑
BUILDING COVERAGE	☑
LANDSCAPED AREA	☑
OUTLOOK SPACE	☑
OUTDOOR LIVING	☑

REVISION DETAILS		BY	DATE
1	FAST TRACK APPLICATION	SW	FEB 2025

DESIGNED	WOODS	MILLDALE, AUCKLAND
DRAWN	SW	
CHECKED	SW	
APPROVED		WOODS.CO.NZ

MILLDALE
Connecting Lifestyles

MILLDALE STAGE 10 -13

LOT 1018 - LOT TESTING

STATUS	FAST TRACK APPLICATION	REV
SCALE	1:750, 1:400 @A3	1
COUNCIL	AUCKLAND COUNCIL	
DWG NO	P24-128-UD113	

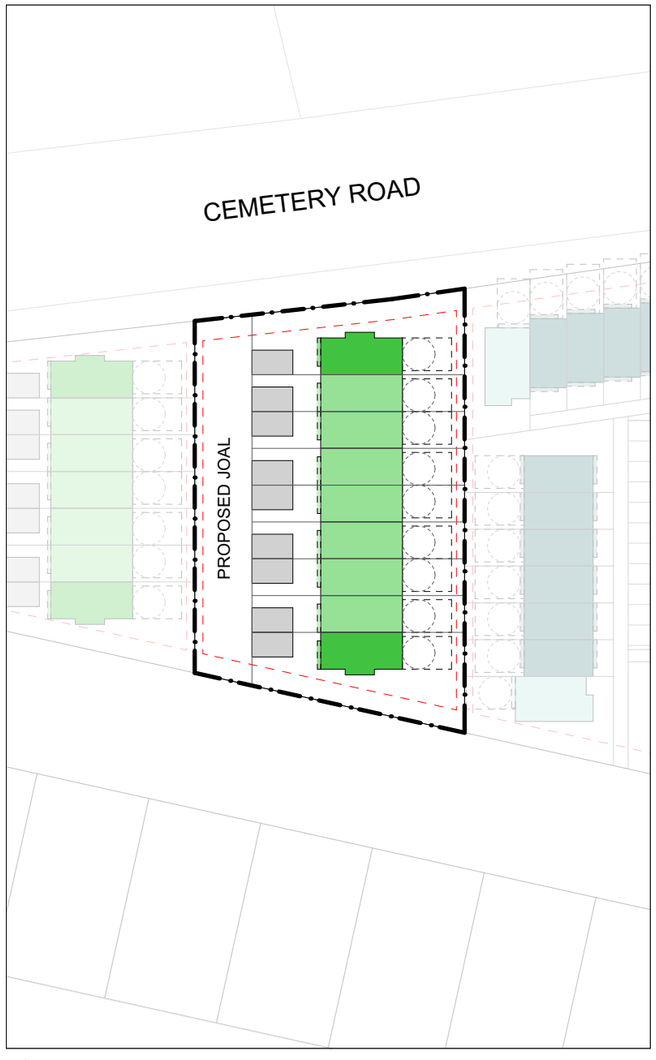
LOT 1019

INDICATIVE HOUSE TYPOLOGY

TYPE	DESCRIPTION	WIDTH	GFA
	2 LEVEL TERRACE 2 Bedroom + Carpad	4.5m	91m^2
	2 LEVEL END TERRACE 2 Bedroom + Carpad	5.2m	96m^2

LEGEND

- YARD SETBACKS
- OUTLOOK SPACE
- OUTDOOR LIVING SPACE



1 - LOT 1019 INDICATIVE TYPOLOGY + COMPLIANCE PLAN 1:750

2 - LOT 1019 INDICATIVE SITE LAYOUT 1:400

WOODS
Est.1970

SITE LOCATION

COMPLIANCE SCHEDULE

UNDERLYING ZONING	SHZ
STANDARDS TO APPLY	RDOC
LOT SIZE	1,602m^2
YIELD	9

BUILDING HEIGHT	☑
HIRB	☑
YARDS (2.5m + 1.0m)	☑
IMPERVIOUS AREA	☑
BUILDING COVERAGE	☑
LANDSCAPED AREA	☑
OUTLOOK SPACE	☑
OUTDOOR LIVING	☑

REVISION DETAILS		BY	DATE
1	FAST TRACK APPLICATION	SW	FEB 2025

DESIGNED	WOODS	MILLDALE, AUCKLAND
DRAWN	SW	
CHECKED	SW	
APPROVED		WOODS.CO.NZ

MILLDALE
Connecting Lifestyles

MILLDALE STAGE 10 -13

LOT 1019 - LOT TESTING

STATUS	FAST TRACK APPLICATION	REV
SCALE	1:750, 1:400 @A3	1
COUNCIL	AUCKLAND COUNCIL	
DWG NO	P24-128-UD114	

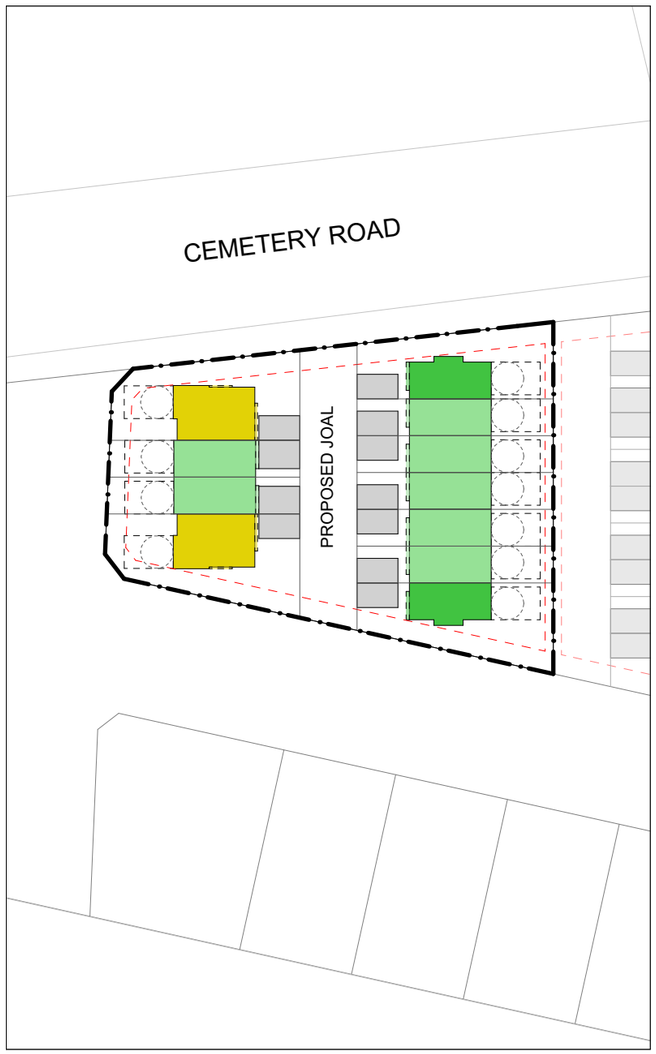
LOT 1020

INDICATIVE HOUSE TYPOLOGY

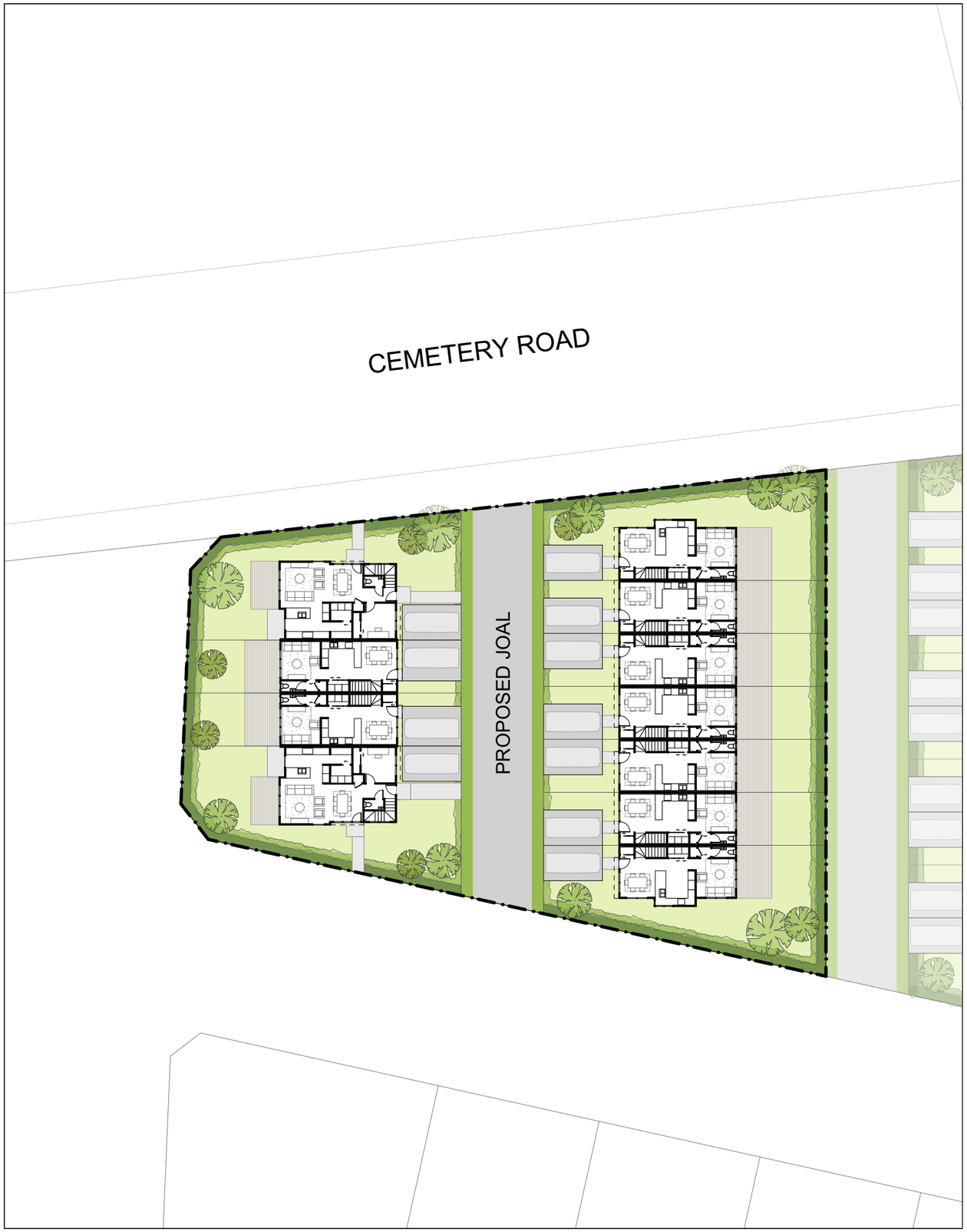
TYPE	DESCRIPTION	WIDTH	GFA
	2 LEVEL TERRACE 2 Bedroom + Carpad	4.5m	91m^2
	2 LEVEL END TERRACE 2 Bedroom + Carpad	5.2m	96m^2
	2 LEVEL END TERRACE 4 Bedroom + Carpad	6.7m	131m^2

LEGEND

- YARD SETBACKS
- OUTLOOK SPACE
- OUTDOOR LIVING SPACE



1 - LOT 1020 INDICATIVE TYPOLOGY + COMPLIANCE PLAN
1:750



2 - LOT 1020 INDICATIVE SITE LAYOUT
1:400

WOODS
EST.1970

SITE LOCATION

COMPLIANCE SCHEDULE

UNDERLYING ZONING	SHZ
STANDARDS TO APPLY	RDOC
LOT SIZE	1,842m^2
YIELD	11

BUILDING HEIGHT	☑
HIRB	☑
YARDS (2.5m + 1.0m)	☑
IMPERVIOUS AREA	☑
BUILDING COVERAGE	☑
LANDSCAPED AREA	☑
OUTLOOK SPACE	☑
OUTDOOR LIVING	☑

REVISION DETAILS		BY	DATE
1	FAST TRACK APPLICATION	SW	FEB 2025

DESIGNED	WOODS	MILLDALE, AUCKLAND
DRAWN	SW	
CHECKED	SW	
APPROVED		WOODS.CO.NZ

N

MILLDALE
Connecting Lifestyles

MILLDALE STAGE 10 -13

LOT 1020 - LOT TESTING

STATUS	FAST TRACK APPLICATION	REV
SCALE	1:750, 1:400 @A3	1
COUNCIL	AUCKLAND COUNCIL	
DWG NO	P24-128-UD115	

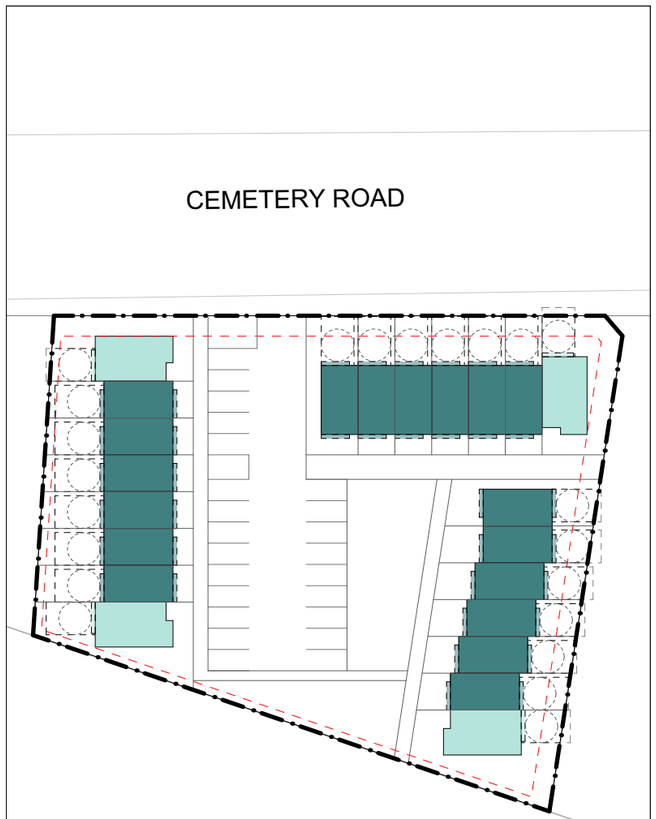
LOT 1021

INDICATIVE HOUSE TYPOLOGY

TYPE	DESCRIPTION	WIDTH	GFA
	2 LEVEL TERRACE 2 Bedroom + Carpark	4.5m	79m^2
	2 LEVEL END TERRACE 3 Bedroom + Carpark	5.5m	103m^2

LEGEND

- YARD SETBACKS
- OUTLOOK SPACE
- OUTDOOR LIVING SPACE



1 - LOT 1021 INDICATIVE TYPOLOGY + COMPLIANCE PLAN 1:750

2 - LOT 2021 INDICATIVE SITE LAYOUT 1:400

WOODS
EST.1970

SITE LOCATION

COMPLIANCE SCHEDULE

UNDERLYING ZONING	SHZ
STANDARDS TO APPLY	RDOC
LOT SIZE	2,910m^2
YIELD	16

BUILDING HEIGHT	☑
HIRB	☑
YARDS (2.5m + 1.0m)	☑
IMPERVIOUS AREA	☑
BUILDING COVERAGE	☑
LANDSCAPED AREA	☑
OUTLOOK SPACE	☑
OUTDOOR LIVING	☑

REVISION DETAILS		BY	DATE
1	FAST TRACK APPLICATION	SW	FEB 2025

DESIGNED	WOODS	MILLDALE, AUCKLAND
DRAWN	SW	
CHECKED	SW	
APPROVED		WOODS.CO.NZ

N

MILLDALE
Connecting Lifestyles

MILLDALE STAGE 10 -13

LOT 1021 - LOT TESTING

STATUS	FAST TRACK APPLICATION	REV
SCALE	1:750, 1:400 @A3	1
COUNCIL	AUCKLAND COUNCIL	
DWG NO	P24-128-UD116	

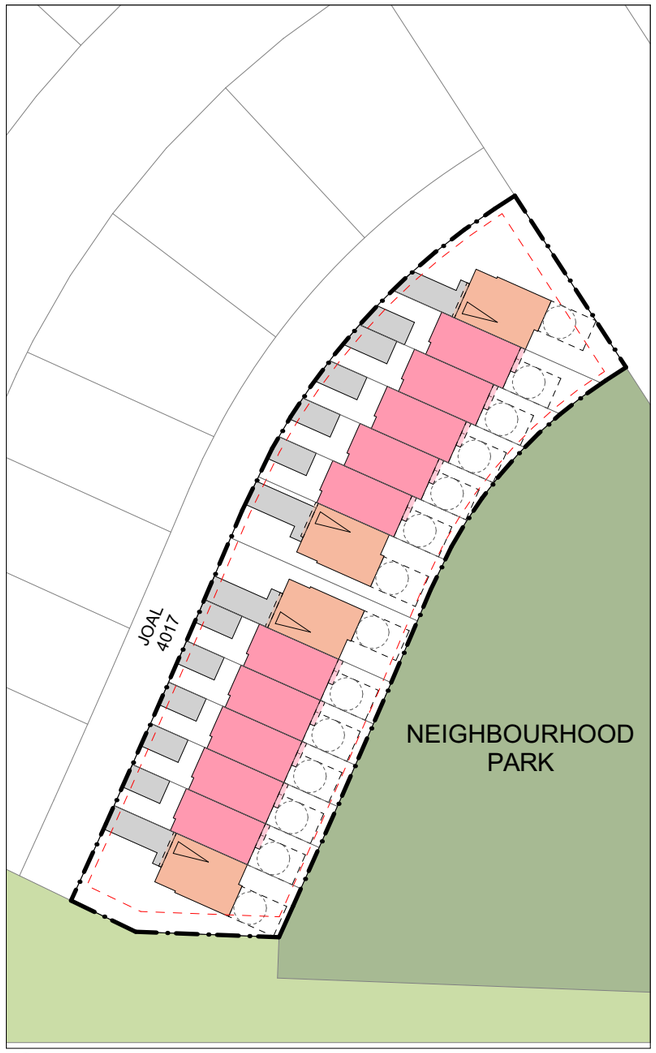
LOT 1022

INDICATIVE HOUSE TYPOLOGY

TYPE	DESCRIPTION	WIDTH	GFA
	2 LEVEL TERRACE 3 Bedroom + Carpad	5.5m	118m^2
	2 LEVEL END TERRACE 3 Bedroom + Single Garage	6.7m	132m^2

LEGEND

- YARD SETBACKS
- OUTLOOK SPACE
- OUTDOOR LIVING SPACE



1 - LOT 1022 INDICATIVE TYPOLOGY + COMPLIANCE PLAN
1:750

2 - LOT 1022 INDICATIVE SITE LAYOUT
1:400

WOODS
Est.1970

SITE LOCATION

COMPLIANCE SCHEDULE

UNDERLYING ZONING	MHU
LOT SIZE	2,368m^2
YIELD	14

BUILDING HEIGHT	☑
HIRB	☑
YARDS (2.5m + 1.0m)	☑
IMPERVIOUS AREA	☑
BUILDING COVERAGE	☑
LANDSCAPED AREA	☑
OUTLOOK SPACE	☑
OUTDOOR LIVING	☑

REVISION DETAILS		BY	DATE
1	FAST TRACK APPLICATION	SW	FEB 2025

DESIGNED	WOODS	MILLDALE, AUCKLAND
DRAWN	SW	
CHECKED	SW	
APPROVED		WOODS.CO.NZ

N

MILLDALE
Connecting Lifestyles

MILLDALE STAGE 10 -13

LOT 1022 - LOT TESTING

STATUS	FAST TRACK APPLICATION	REV
SCALE	1:750, 1:400 @A3	1
COUNCIL	AUCKLAND COUNCIL	
DWG NO	P24-128-UD103	

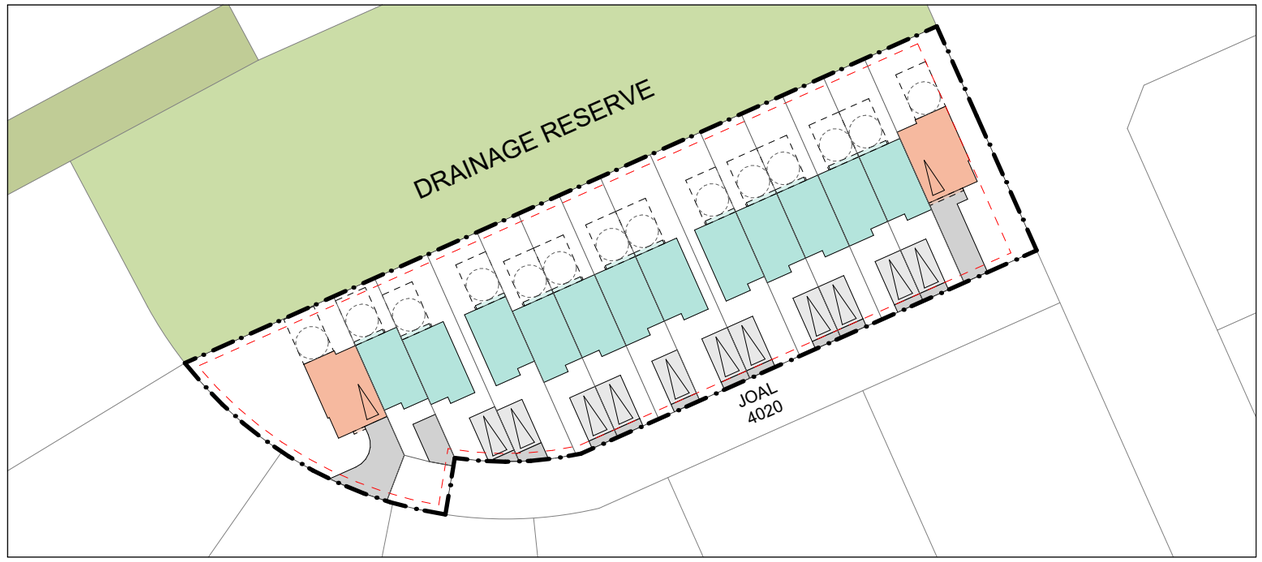
LOT 1027

INDICATIVE HOUSE TYPOLOGY

TYPE	DESCRIPTION	WIDTH	GFA
	2 LEVEL TERRACE 3 Bedroom + Single Garage	5.5m	122m^2
	2 LEVEL END TERRACE 3 Bedroom + Single Garage	6.7m	132m^2

LEGEND

- YARD SETBACKS
- OUTLOOK SPACE
- OUTDOOR LIVING SPACE



1 - LOT 1027 INDICATIVE TYPOLOGY + COMPLIANCE PLAN
1:750

2 - LOT 1027 INDICATIVE SITE LAYOUT
1:400

WOODS
EST.1970

SITE LOCATION

COMPLIANCE SCHEDULE

UNDERLYING ZONING	SHZ
STANDARDS TO APPLY	RDOC
LOT SIZE	2,368m^2
YIELD	14

BUILDING HEIGHT	☑
HIRB	☑
YARDS (2.5m + 1.0m)	☑
IMPERVIOUS AREA	☑
BUILDING COVERAGE	☑
LANDSCAPED AREA	☑
OUTLOOK SPACE	☑
OUTDOOR LIVING	☑

REVISION DETAILS		BY	DATE
1	FAST TRACK APPLICATION	SW	FEB 2025

DESIGNED	WOODS	MILLDALE, AUCKLAND
DRAWN	SW	
CHECKED	SW	
APPROVED		WOODS.CO.NZ

N

MILLDALE
Connecting Lifestyles

MILLDALE STAGE 10 -13

LOT 1027 - LOT TESTING

STATUS	FAST TRACK APPLICATION	REV
SCALE	1:750, 1:400 @A3	1
COUNCIL	AUCKLAND COUNCIL	
DWG NO	P24-128-UD104	

WOODS
Est.1970

SITE LOCATION

REVISION DETAILS		BY	DATE
1	FAST TRACK APPLICATION	SW	3/02/2025

DESIGNED	WOODS	MILLDALE, AUCKLAND
DRAWN	SW	
CHECKED	SW	
APPROVED		WOODS.CO.NZ

N

MILLDALE
Connecting Lifestyles

MILLDALE STAGE 10 -13

NEIGHBOURHOOD CENTRE - INDICATIVE LAYOUT

STATUS	FAST TRACK APPLICATION	REV
SCALE	1:250 @A3	1
COUNCIL	AUCKLAND COUNCIL	
DWG NO	P24-128-UD117	

6.0 APPENDICES

APPENDIX 1

RESIDENTIAL DESIGN OUTCOMES & CONTROLS

WAINUI PRECINCT

MILLDALE STAGES 10 - 13 SUBSTANTIVE APPLICATION

RESIDENTIAL DESIGN OUTCOMES & CONTROLS

Wainui East, Auckland, New Zealand

Fulton Hogan Land Development Ltd (FHLD)

1.0 INTRODUCTION

This Residential Design Outcomes & Controls document establishes a set of design outcomes and controls that integrate relevant provisions from the Auckland Unitary Plan: Operative in Part (AUP), and Residential - Mixed Housing Urban Zone (MHU). These conditions have been created for the development of 13 future superlots within Stages 10 - 13 of the Milldale development (Lot 1007-1013, 1017-1021, and 1027). While these superlots are currently zoned SHZ, they are expected to accommodate a higher density aligned with the MHU Zone. This is due to their strategic location adjacent to a Future Urban Zone (FUZ) that is currently going through a plan change for higher intensity development, their strong connectivity to the collector road, and associated public transport services, and be in close proximity to natural and recreational amenity.

The purpose of this document is to provide Residential Design Outcomes & Controls that will guide the design and implementation of future residential developments within these superlots. The proposed Residential Design Outcomes & Controls aim to ensure high-quality urban outcomes by managing built form, streetscape integration, and overall neighbourhood character in line with higher density development. These outcomes and controls will be used by developers, planners, and urban designers to assess compliance with the intended urban structure and ensure that new housing typologies align with the desired urban design outcomes.

Prior to application for building consent, the design of all dwelling(s) on each respective superlot must be reviewed and endorsed by the Auckland Council Urban Design Team Leader to confirm that the design is in accordance with the Residential Design Outcomes & Controls. Endorsement must be within 20 working days of submission.

Indicative superlot testing was completed as part of the Milldale 10 - 13 Subdivision Consent Urban Design Report (Section 5.0) to assess the anticipated built outcomes for these lots. The proposed Residential Design Outcomes & Controls document has been informed by AUP standards, assessment criteria, and the Milldale Design Guidelines. These frameworks will enable an urban form which aligns with the anticipated built character of the Milldale area.

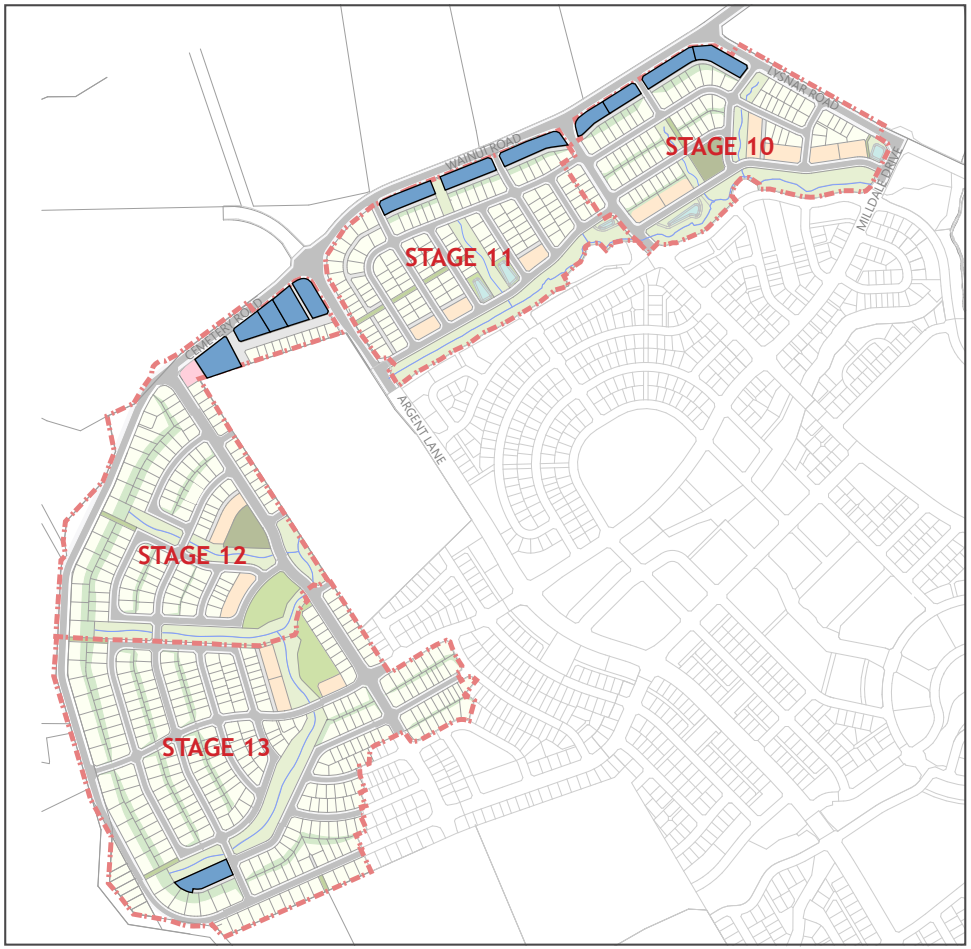


Figure 1. Stage 10-13 Superlots to apply RDOC

2.0 DESIGN OUTCOMES

The Design Outcomes are intended to inform rather than dictate the exact design, style or layout within each superlot. The following outcomes have been prepared to assist in monitoring a well built urban environment. Diagrams and images are used to convey design principles or examples of the finished design solutions. The intent is to enable flexibility in design whilst encouraging diversity of design solutions but also produce a consistent quality of built form.

2.1 FRONT FAÇADE & STREETSCAPE INTERFACE

- Buildings should have distinct, visually engaging façades with quality materials and varied design elements.
- Buildings should incorporate adequate glazing, articulation, and features like louvers, pergolas, or bay windows towards Wainui Road.
- Avoid repetitive plain, monotonous façades and ensure a well-defined entrance facing the Street.

2.2 BUILDING FORM

- The building form of the house should allow for additional forms that enhance visual interest and break up bulk.
- When practicable use design features such as projected gable ends, boxed-out corners, bay windows, feature columns, balconies, chimneys, and varied cladding to add depth and character.
- Encourage buildings to include a mix of heights, setbacks, and projections to create dynamic and well-proportioned designs.

2.3 FENCING & BOUNDARY TREATMENTS

- Fences along Wainui Road and other public frontages should allow for at least 50% visually permeable to maintain openness.
- Paling fences are not recommended along reserve boundaries.
- Side fences bordering a street or public space should use an open black pool-style design for visual continuity.

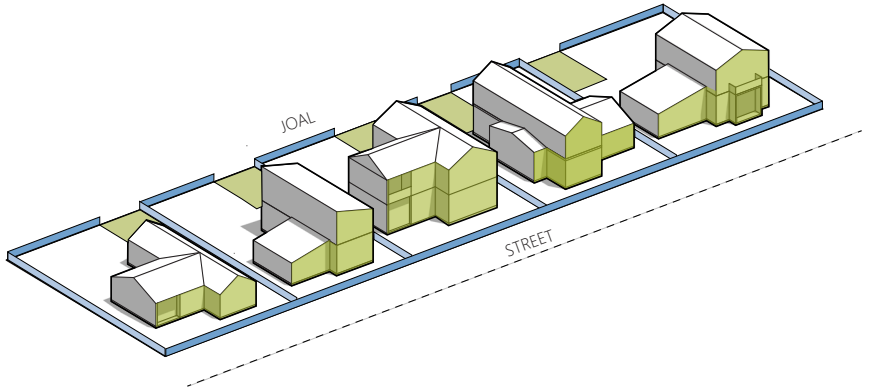


Figure 2. Architectural detailing incorporated into façades, including design features, glazing and building articulation. Vehicle access to be obtained via the rear JOAL. Fence heights and materials to respond to street and other public interfaces.

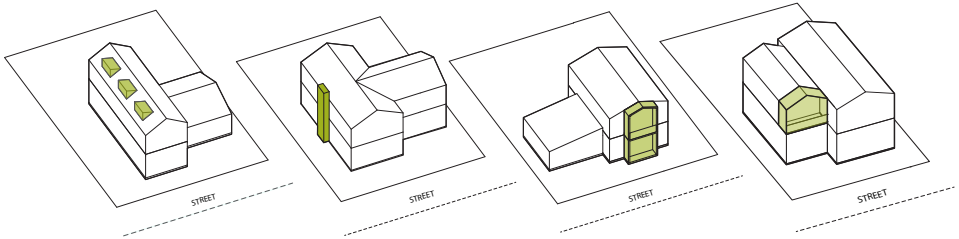


Figure 3. Additional building elements such as dormers, chimneys, verandahs and balconies help with street activation and break up mass. These are encouraged particularly on front façades that exceeds 12.0m in width.

2.0 DESIGN OUTCOMES

- Landscaping or planting may be incorporated along reserve fences to enhance privacy and soften the boundary.
- Where possible row planting between the fence and lot boundaries should be spaced at a maximum of 1.2m intervals to ensure consistent greenery.

2.4 PUBLIC & PRIVATE AMENITY

- Recommend orientating buildings towards the street or public spaces for better engagement.
- Outdoor spaces should be private, well-proportioned, and directly accessible from main living areas.
- Landscaping should enhance privacy, soften built forms, and include a front yard planting zone if located towards the street.

2.5 LANDSCAPING

- Landscaped planting within the 3m front yard setback is recommended as part of the house design in order to soften the transition between the house and street.
- Planting should be designed to enhance the front of the site, soften hard materials and provide privacy.
- Where there are private open spaces in the side or front yard of a house, landscaping that provides privacy and screening is encouraged.

2.6 BUILDING MATERIALS

- Façades must incorporate a mix of solid materials (e.g., masonry, brick, stone, textured plaster) contrasted with lightweight elements (e.g., timber, Linea weatherboard, metal cladding, glass, louvres, shutters).
- Primary external materials must use neutral, muted, or earth-toned colours to ensure a cohesive and enduring streetscape. Stronger, contrasting colours may be applied to architectural features such as entryways, columns, trims, or decorative elements to create visual interest.
- Total number of cladding types on a building must be limited to 3 to ensure simple, elegant building forms.

Figure 4. Examples of primary and secondary forms, building materiality, and landscaping.

3.0 DESIGN CONTROLS

The Design Controls establish mandatory standards for the proposed superlots that developers must be in accordance with. These controls integrate rules from the Residential – Mixed Housing Urban Zone, balancing increased site density with high-quality design outcomes. By setting clear standards, particularly for elements that impact streetscape and visual amenity, the controls ensure that the superlots can accommodate the anticipated density while maintaining a cohesive neighbourhood character. This approach supports a well-designed, visually appealing urban environment that aligns with the broader vision for the area.

3.1 MAXIMUM NUMBER OF UNITS

Purpose:

- Enable a density which supports the anticipated built environment along Wainui Road whilst maintaining a neighbourhood character and ensuring positive design outcomes.

Control:

- The maximum number of units on each superlot based on initial lot testing have been included below.

3.2 BUILDING HEIGHT

STAGE 10

Superlot	Maximum Number of Units
1007	14
1008	15
1009	9
1010	10

STAGE 11

Superlot	Maximum Number of Units
1011	17
1012	15
1013	15

STAGE 12

Superlot	Maximum Number of Units
1017	13
1018	16
1019	9
1020	11
1021	16

STAGE 13

Superlot	Maximum Number of Units
1027	14

Purpose:

- Achieve the planned urban built character of predominantly one to two storeys;
- minimise visual dominance effects;
- maintain a reasonable standard of residential amenity for adjoining sites; and
- provide some flexibility to enable variety in roof forms.

Control:

- Buildings must not exceed 11m in height except that 50 per cent of a building's roof in elevation, measured vertically from the junction between wall and roof, may exceed this height by 1m.

3.3 HEIGHT IN RELATION TO BOUNDARY (HIRB)

Purpose:

- To manage the height and bulk of buildings at boundaries to maintain a reasonable level of sunlight access and minimise adverse visual dominance effects to immediate neighbours.

Control:

- Buildings must not project beyond a 45 degree recession plane measured from a point 3m vertically above ground level along side and rear superlot boundaries.

3.0 DESIGN CONTROLS

3.4 YARDS

Purpose:

- To maintain the suburban built character of the streetscape and provide sufficient space for landscaping within the front yard;
- to maintain a reasonable standard of residential amenity for adjoining sites;
- to enable buildings and services on the site or adjoining sites to be adequately maintained.

Control:

- A building or parts of a building must be set back from the relevant boundary by the minimum depth listed in 'Table 1 Yards Minimum Depth' below.

Table 1 Yards Minimum Depth	
Yard	Minimum Depth
Front	2.5m
Side	1m
Rear	1m

3.5 BUILDING COVERAGE

Purpose:

- To manage the extent of buildings on a site to achieve the planned urban character of buildings surrounded by open space.

Control:

- The maximum building coverage must not exceed 50% of the net site area.

3.6 LANDSCAPED AREA

Purpose:

- To provide for quality living environments consistent with the planned urban built character of buildings surrounded by open space; and
- to create a landscaped urban streetscape character.

Control:

- The minimum landscaped area must be at least 35% of the net site area; and
- at least 50% of the area of the front yard must comprise landscaped area.

3.7 OUTLOOK SPACE

Purpose:

- To ensure a reasonable standard of visual privacy between habitable rooms of different buildings, on the same or adjacent sites; and
- in combination with the daylight standard, manage visual dominance effects within a site by ensuring that habitable rooms have an outlook and sense of space.

Control:

- The minimum dimensions for a required outlook space are listed in 'Table 2 Outlook Space' below.

Table 2 Outlook Space	
Outlook	Minimum Dimensions
Living Room	6m x 4m
Principal Bedroom	3m x 3m
Other Habitable Rooms	1m x 1m

3.0 DESIGN CONTROLS

3.8 OUTDOOR LIVING SPACE

Purpose:

- To provide buildings, supported residential care and boarding houses with outdoor living space that is of a functional size and dimension, has access to sunlight, and is accessible from the dwelling.

Control:

- A dwelling at ground floor level, must have an outdoor living space that is at least 20m^2 that comprises ground floor space that:
    - Has no dimension less than 4m and has a gradient not exceeding 1 in 20;
    - is accessible from the dwelling; and
    - is free of buildings, parking spaces, servicing and manoeuvring areas.

3.9 MEASUREMENT OF FENCE HEIGHT

Purpose:

- To enable fences and walls to be constructed on a front, side or rear boundary to a height sufficient to:
    - Provide privacy for buildings while enabling opportunities for passive surveillance of the street or adjoining public place; and
    - minimise visual dominance effects to immediate neighbours and the street or adjoining public place.

Control:

- Fences or walls or a combination of these structures must not exceed the height specified below, measured from the ground level at the boundary:
- Within the front yard, either:
    - 1.4m in height, or
    - 1.5m in height with 50% permeability,
    - 1.8m in height for no more than 50% of the site frontage and 1.4m for the remainder,
- Within the side and rear yards: 2m.

3.10 CAR PARKING & ACCESS

Purpose:

- Manage effective, efficient and safe operation of arterial roads, and encourage pedestrian safety and amenity. Promote access to be designed and located to provide for safe, effective and efficient movement to and from sites.

Control:

- Vehicle access from Wainui Road is prohibited. Car parking must be accessed via JOALs, with garage design minimizing visual impact and sunlight access.

4.0 DESIGN CONTROLS DIAGRAMS

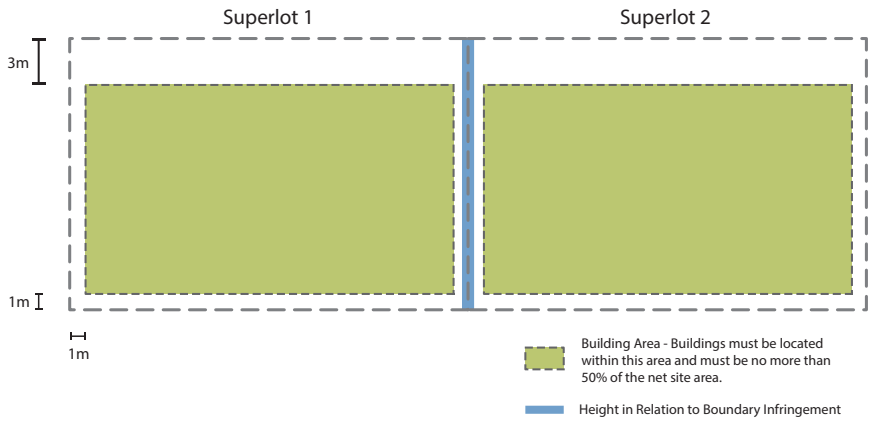


Figure 5. Building Coverage and Yard Setbacks

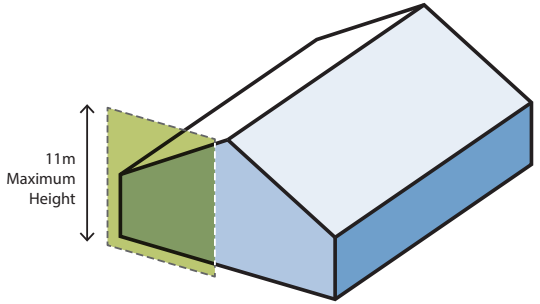


Figure 7. Max Building Height

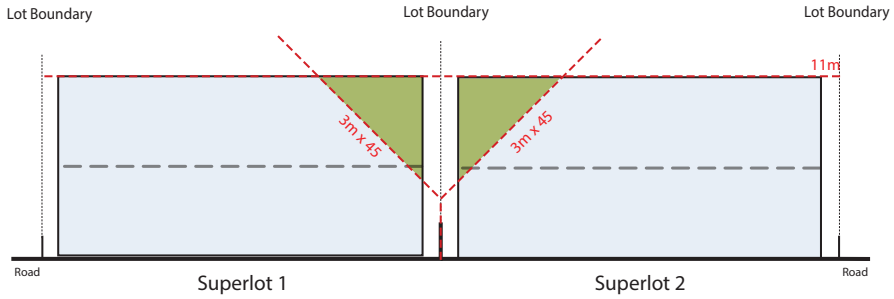


Figure 6. Height In Relation to Boundary Requirements

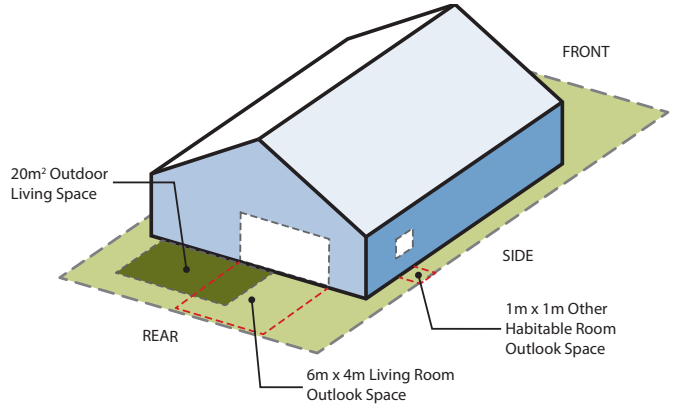


Figure 8. Outlook Space and Outdoor Living

Wood & Partners Consultants Ltd
Level 1, Building B, 8 Nugent St, Grafton, Auckland 1023, NZ
PO Box 6752 Wellesley Street, Auckland 1141, NZ
Ph: 09 308 9229 E: Fergus.McArthur@woods.co.nz
www.woods.co.nz