Milldale Fast-Track

29/07/2025 – Auckland Council Response

Annexure 21:

Transport

Technical Specialist Memo – Traffic Engineering- Philips Augustine- Auckland Council Traffic Engineer

To:	Dylan Pope – Lead Planner & Carly Hinde - PPL
From:	Philips Augustine
Date:	17-07-2025

1.0 APPLICATION DESCRIPTION

Application and property details

Fast-Track project name:	Milldale
Fast-Track application number:	BUN60446761 & FTAA-2503-1038
Site address:	Wainui Road, Milldale, Upper Orewa

2.0 Executive Summary / Principal Issues

Consent is being sought to develop the collective Stages 10-13 and Stages 4C, located within the Milldale development.

Stages 10-13 consist of 21 super lots, one balance lot, 13 JOALs, three roads to vest, one pedestrian accessway to vest and associated infrastructure and servicing. Subdivision will be carried out across all 21 super lots to provide 168 two-storey terraced dwellings and one super lot within Stage 4C that will provide capacity for approximately 68 dwellings in apartment and/or terraced typology.

Stages 10-13 consist of 623 vacant residential lots, 27 residential super lots to provide capacity for approximately 296 terraced dwellings, and one neighbourhood centre super lot that provides capacity to establish 855m2 of commercial floorspace.

Overall, the status of the application is considered to be a Restricted Discretionary Activity, and AC has the provision to assess the safety issues/ triggers related to traffic matters.

3.0 Documents Reviewed

Stages 10 - 13: BUN60446761

- Appendix 2N Transportation Assessment Report
- Volume 2 - Stage 10 - 13 AEE Final
- Appendix 2K Engineering Drawings Part 1-7
- Appendix 2O Landscape Plans Part 1-3
- Appendix 2W AUP(OP) Activities and Standards Assessment

Stage 4C: BUN60446767

- Appendix 3H_Transport Assessment
- Volume 3 - Stage 4C AEE Final (1)
- Appendix 3A_Part 1 - BUN60419151 Stage 4C-1 Consent
- Appendix 3A_Part 2 - LUC60419153-A and SUB60419152-A Stage 4C-1A Consent
- Appendix 3B_ Part 1-5 – Architectural Plans
- Appendix 3C_Part 1a-5b - Civil Drawings Stage
- Appendix 3E_Landscape Plans
- Appendix 3K_AUP(OP) Compliance Tables
- Appendix 3M_Lighting Design & Plans

4.0 Additional Reasons for Consent Not Included in AEE

Stages 10 - 13: BUN60446761

- Speed management measures- As per PC79DV_AUP_Table E27.6.4.3.3(T156A), residential zones exceeding 30.0m should provide minimum speed management measures not more than 10m from the site boundary with the legal road, and not more than 30m spacing between speed management measures.
  In reference to traffic assessment, some JOALs may exceed 30.0m, and the Civil Engineering Drawing Package shows the exact locations. However, the proposed speed management based on “Appendix 2K Engineering Drawings” is not as per the PC79DV requirement.
- Lighting design- As per AUP_E27.6.3.7, AUP_E24 and PC79DV_AUP_E27.6.3.7, lighting design should be provided if 10 or more parking spaces/ dwellings which are likely to be used during the hours of darkness, four or more dwellings accessible from a primary pedestrian access which is not adjacent to a vehicle access.
  No details have been provided to date.

Stage 4C: BUN60446767

- Reverse maneuvering- As per AUP_ E27.6.3.4, sufficient space must be provided on the site so vehicles do not need to reverse off the site or onto or off the road from any site where any of the following apply: four or more parking spaces are served by a single access, there is more than

30m between the parking space and the road boundary of the site, access would be from an arterial road or otherwise within a Vehicle Access Restriction covered in Standard E27.6.4.1
The site will be utilizing a public bin collection strategy. JOALs: 4114, 4112, 4101 don't have a turnaround area/ D-area or loading bay available, which makes the truck maneuvering further difficult and will require reverse maneuvering.

- Speed management measures- As per PC79DV_AUP_Table E27.6.4.3.3(T156A), residential zones exceeding 30.0m should provide minimum speed management measures not more than 10m from the site boundary with the legal road, and not more than 30m spacing between speed management measures.
  In reference to traffic assessment, some JOALs may exceed 30.0m. However, no treatments are proposed as per the PC79DV requirement.

5.0 Specialist Assessment

Stages 10 - 13: BUN60446761

- **Loading bays** are not provided, and the applicant considered it a reason for consent.
  As per AUP_ Table E27.6.2.7 (T113-115), a minimum loading bay is required for the proposed consent.
  The applicant confirmed that no loading bays will be provided in the JOAL or anywhere as part of the proposal. Their recommendation is to utilize the space alongside roads or within JOALs for servicing, generally low frequency of utilization with low duration.
  The assessment has been reviewed; however, I am not in a position to support this, considering that in the majority of locations, parking of heavy vehicles will block the vehicle crossing of the adjacent lot. Right to establish and maintain driveway- schedule 5, section 2c- ROW to be kept clear at all times.
  Considering the high rate of development, recommendations are to consider at least the JOALs with high dwelling counts, and long vehicle access length for the provision of a loading bay.
  Further, "in the final comments to AC", the applicant responded that they would "consider these further and provide a response"; however, no response has been received to date.
- **Lighting designs** are not provided, and the applicant hadn't considered it a reason for consent.
  As per AUP_E27.6.3.7, AUP_E24 and PC79DV_AUP_E27.6.3.7, lighting design should be provided if 10 or more parking spaces/ dwellings which are likely to be used during the hours of darkness, four or more dwellings accessible from primary pedestrian access that is not adjacent to vehicle access.
  This has been highlighted multiple times in the AC planner's forum to request the lighting design upfront. No visibility assessment & swept paths have been provided, without knowing the exact location of the lighting pole, we cannot assess if the poles are proposed at a safe location (without vehicle tracking overlaps).

  The proposal consists of large-scale vehicle movement. I am not in a position to support the design effects unless the applicant provides more information.

Further, “in the final comments to AC”, the applicant responded that “lighting design has always been provided at EA Stage and that is the intention with this application”.

Stage 4C: BUN60446767

- **Loading bays** are not provided, and the applicant considered it a reason for consent.
  As per AUP_ Table E27.6.2.7 (T113-115), a minimum loading bay is required for the proposed consent.
  The applicant confirmed that no loading bays will be provided in the JOAL or anywhere as part of the proposal. Their recommendation is to utilize the space alongside roads or within JOALs for servicing, generally low frequency of utilization with low duration.
  The assessment has been reviewed; however, I am not in a position to support this, considering that in the majority of locations, parking of heavy vehicles will block the vehicle crossing of the adjacent lot. Right to establish and maintain driveway- schedule 5, section 2c- ROW to be kept clear at all times.
  Considering the high rate of development, recommendations are to consider at least the JOALs with high dwelling counts, where rubbish trucks need to take reverse (Stage 4C), and long vehicle access length for the provision of a loading bay.
  Further, “in the final comments to AC”, the applicant responded that they would “consider these further and provide a response”; however, no response has been received to date.
- **Reverse maneuvering**- As per AUP_ E27.6.3.4, sufficient space must be provided on the site so vehicles do not need to reverse off the site or onto or off the road from any site where any of the following apply: four or more parking spaces are served by a single access, there is more than 30m between the parking space and the road boundary of the site, access would be from an arterial road or otherwise within a Vehicle Access Restriction covered in Standard E27.6.4.1
  The site will be utilizing a public bin collection strategy. JOALs: 4114, 4112, 4101 don’t have a turnaround area/ D-area or loading bay available, which makes the truck maneuvering further difficult and will require reverse maneuvering.
- **Waste management-**
  Noted, public rubbish bin collection arrangement is proposed in the proposal using the public road and JOAL. However, noted that:
  - The vehicle needs to be reversed in some locations (specifically around JOALs: 4114- lots 553-557, 4112- lots 527-530, 4101- lots 401-404)
  - The chances of less lane width clearances will be high due to on-street parking at JOALs & the same will affect truck maneuvering as well
  - Interference with pedestrian rates will be high, considering the residential nature of the proposal
  - No fixed time for public bin collections
  - No turnaround area/ D-area or loading bay available, which makes the truck maneuvering further difficult
  - Collection from both sides of the JOAL will be difficult due to maneuvering issues
  - Chances of kerb damage will be high, how will it be rectified or managed
  - The residents will not be notified about the courtesy public bin collection

  Request to provide further information, considering the above points and including any additional measures. Request to comment on the provision of choosing a private bin collection.

Note: No parking signs or no stopping road markings (NSAAT) will be effective enough to control parking in JOAL.

Other options for applicants' consideration are:

- Use private bin collection, considering the above safety issues
- Use public bin collection but only on public roads. The gradient of the JOAL (for interconnection and carrying bins) is up to the standard, so safety issue. Public road frontage consists of enough grass berm for bin location and is 10-20m walk away.
- Use public bin collection in both public road & JOAL, but the same to be supported with additional measures such as wayfinding signs or similar measures.

General points for both stages

- **Pine Valley Road / Dairy Flat Highway intersection upgrade**
  As per the applicant-provided Traffic assessment, traffic modelling has shown support for up to 2800 dwellings within the Milldale area. Above 2800 dwellings reflect a poor LOS "E" at this intersection. The current intersection is a 3-legged give-way controlled intersection and will be required to be upgraded to a signalised intersection. This is to provide safe and efficient traffic movement. Apart from that, Penlink (which takes traffic pressure within the Milldale area) construction has commenced and is due to be completed in early 2028.
  A condition will be added to upgrade the Pine Valley Road / Dairy Flat Highway intersection from the existing give-way control to a signalised, after reaching an overall of 2800 dwellings within the Milldale area.
- **Visibility assessment & swept paths** are not provided at the intersections.
  The same is requested as part of the previous transport review by Flow Transportation specialists (29-11-2024). This is considered as a safety trigger, without achieving a clear visibility, the safety factor will be highly compromised. This is considered as a high risk taken by the applicant.
  Further, "in the final comments to AC", the applicant responded that "as agreed during the workshop, this can be provided at the EA Stage". However, this has not been agreed upon as part of the meeting.
- **Speed management measures** are not provided through JOAL, and the applicant hadn't considered it a reason for consent.
  As per PC79DV_AUP_Table E27.6.4.3.3(T156A), residential zones exceeding 30.0m should provide minimum speed management measures not more than 10m from the site boundary with the legal road, and not more than 30m spacing between speed management measures.
  Recommendation is to consider speed management measures where the length of JOAL is >30.0m, and the proposed residential development can expect a high number of active modes, children, senior citizens and vehicle interaction.
  Further, "in the final comments to AC", the applicant responded that "a condition of consent will be added to address this matter, requiring this information to be provided at the EA stage". This is considered acceptable.

6.0 Section 67 Information Gap

I have identified the following Section 67 information gaps:

Description of Missing Information

- Waste management collection through JOALs; additionally, reverse maneuvering is required at some locations, and no turnaround area/ D-area or loading bay is available. This is considered a high risk, and the information is essential due to the factors discussed under section 5.0. Without providing further details, we won't be able to assess the practical possibility of this service. These remain outstanding matters that need to be resolved.
- Lighting design not provided for Stages 10 – 13.
  The applicant intended to provide the lighting design at the EA Stage. As no visibility assessment & swept paths have been provided, and without knowing the exact location of the lighting pole, we cannot assess the safe vehicle tracking. This is considered a medium risk and needs to be reviewed by AC upon receipt of the updated documents.
- Loading bays are not provided. The applicant intended to consider this later stage. This is considered a medium risk, and the information is essential due to the factors discussed under section 5.0. Without providing further details, we won't be able to assess the practical possibility of this service, and the same needs to be reviewed by AC upon receipt of the updated documents
- Speed management measures are not provided through JOAL. The applicant intended to consider that a condition of consent will be added to address this matter, requiring this information to be provided at the EA stage. A condition will be added separately for speed management measures.
- Visibility assessment & swept paths are not provided. The applicant intended to consider these EA Stage. This is considered a high risk, and the information is essential due to the factors discussed under section 5.0. Without providing further details, we won't be able to assess if safety is achieved at the intersection.
- Pine Valley Road / Dairy Flat Highway intersection upgrade. The existing intersection control is not enough to accommodate the future trip generation for the proposed development. This is considered a high risk as discussed under section 5.0, and a condition will be added to upgrade the intersection after reaching an overall of 2800 dwellings within the Milldale area.

Information gap	Nature of deficiency	Decision-making impact	Risk / uncertainty created
1. Waste management collection & reverse manoeuvering	JOALs consist of no turnaround area/ D-area or loading bay and require reverse maneuvering	Needs to be reviewed by AC upon receipt of the updated documents	High
2. Lighting design	No visibility assessment & swept paths have been provided, and without knowing the exact location of the lighting pole, we cannot assess the safe vehicle tracking	Needs to be reviewed by AC upon receipt of the updated documents	Medium

3. Loading bays	No Loading bay proposed at JOALS	Needs to be reviewed by AC upon receipt of the updated documents	Medium
4. Speed management	No speed management measures proposed at JOALS as per PC79DV	A condition will be added separately for speed management measures	Medium
5. Visibility assessment & swept paths	Intervisibility issues and vehicle tracking issues at intersections	Needs to be reviewed by AC upon receipt of the updated documents	High
6. Pine Valley Road / Dairy Flat Highway intersection upgrade	High traffic congestion at Pine Valley Road / Dairy Flat Highway intersection	A condition will be added to upgrade the intersection after reaching an overall of 2800 dwellings within the Milldale area	High

7.0 Recommendation

Key Headings

In general, I am satisfied with the FT development from a traffic perspective; however, further details need to be provided by the applicant as discussed in sections 5 & 6.

I support this proposal, subject to the following conditions of consent referred to in section 8, except where the applicant needs to provide more information regarding:

- Waste management & reverse maneuvering at Stage 4C- JOALs
- Lighting design at Stages 10 – 13
- Loading bays at both stages of JOALs
- Visibility assessment & swept paths at both stages of JOALs
- Speed management measures at both stages of JOALs

8.0 Proposed Conditions

- Prior to the completion of an overall of 2800 dwellings within the Milldale area, the Pine Valley Road / Dairy Flat Highway give-way control must be upgraded to a signalised intersection to manage the traffic flow without any congestion.
- Prior to the occupation of residential units, the consent holder must ensure maintaining a 2.0m separation is maintained between adjacent vehicle crossings as noted in AUP _E27.6.4.2.1.

- Prior to the occupation of residential units, the consent holder must ensure to maintain a 0.6m fence/ >50% permeable fence/ low level landscape design at the southwest and from the northeast on Local Road 02 (in front of Stage 4c- lot 491), will have sufficient visibility and sight distance as they approach the driveway.
- Additional point to Item#27- Waste Management Plan
  f. The information regarding the JOALs with no turnaround area/ D-area or loading bay must be provided to the Council-appointed waste management contractors to ensure safe vehicle tracking.
  g. In case of any change in decision regarding the vehicle access or bin collection, this must be coordinated with residents, Auckland Council and Auckland Council-appointed waste management contractors.

9.0 Supporting Documents

-