Auckland Transport Comments on Milldale North Fast Track Referral Application FTAA-2511-1142

Invitation to provide written comments on a project under the Fast Track Approvals Act 2024

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If you are a corporate entity making comments on this application, your full contact details will be publicly available.

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Your written comments on a project under the Fast Track Approvals Act 2024

Project name	Milldale North FTAA-2511-1142

Before the due date, for assistance on how to respond or about this template or with using the portal, please email contact@fasttrack.govt.nz or phone 0800 FASTRK (0800 327 875).

All sections of this form with an asterisk (*) must be completed.

1. Contact Details

Please ensure that you have authority to comment on the application on behalf of those named on this form.

Organisation name (if relevant)	Auckland Transport		
***First name**	Hedre		
***Last name**	Dednam		
Postal address	20 Viaduct Harbour, Auckland 1010		
***Contact phone number**	s 9(2)(a)	**Alternative**	
***Email**	s 9(2)(a)		

2. Please provide your comments on this application

Overall Summary of Auckland Transport (AT) Position

1. The project comprises an extension of existing the Milldale Development being constructed in stages and including significant transport network upgrades to the area. The Applicant/Developer now proposes to continue the development north of Wainui Road into land zoned Future Urban in the Auckland Unitary Plan (AUP). The land is currently included in Auckland Council's Future Development Strategy 2023 (FDS) as being ready for urbanisation after 2050. Accordingly, the current proposal is seeking development of this land out of sequence with the FDS.

2. The proposal is directly adjacent the existing developing Milldale area and represents a logical extension to this live zoned land. Although the proposed development is out of sequence the FDS does enable consideration of scenarios where unanticipated and/or out of sequence development is appropriate. Accordingly, provided the necessary transport upgrades outlined in existing agreements are constructed together with the further transport upgrades needed to ensure avoidance of transport funding gaps, the development could be considered appropriate.

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3. The Developer proposes several transport network upgrades including a multi modal upgrade of Wainui Road adjacent to the development site, and other works remote from the development. The proposal includes proposed transport network mitigation works and development thresholds to address any adverse effects from unfunded projects necessary to support the development. This general approach is supported. Some more information will be required with a substantive application to ensure all necessary works to support the development are captured, including any condition precedents for upgrades to be completed before certain levels of development may proceed.

4. The detailed layout of the development, road network and intersections will be important considerations at the substantive appclation phase should this application be referred for fast track. A memo from PTM consultants attached to this response sets out a number of matters for consideration in concept design at consent stage. It is noted that on-road works will ultimately require Engineering Plan Approval (EPA) from Auckland Council. Should the development be approved through fast-track that does not meet appropriate design standards for EPA approval, redesign and consent variations may be needed in due course. Accordingly, it is recommended that the Developer work with Auckland Council to ensure any design is suitable in regard to EPA approvals that will be required to implement any consents.

Transport Mitigations

5. Based on information currently available, AT considers that the following transport network mitigations should be in place for this development:

    - Pine Vally Road / Dairy Flat Highway Upgrade,
    - Wainui Road/Argent Lane intersection upgrade,
    - Argent Lane extension to connect Dairy flat Highway to Wainui Road,
    - Wainui Road widening to incorporate all development site frontages including the land with northern road frontage located to the east of Lysnar Road. Widening consistent with the Milldale Infrastructure Funding Agreement (Milldale Agreement) involves a 30m corridor where development is on both sides of the road with developer provision of 5m on each side and 25m with developer provision of 5m where development is on one side of the road i.e. to the east of Lysnar Road. The traffic assessment outlines that Wainui Road will be widened to collector standard and the widening will stop at Lysnar Road. This is inadequate and not consistent with the Milldale Agreement which seeks additional width particularly where development is to be both sides of the road. Wainui Road frontage should therefore be upgraded to arterial rather than collector standard.
    - Lysnar/Wainui Intersection,
    - Lysnar Road and Endsley Rise widening and upgrading,
    - Lysnar Road culvert/bridge over Waterloo Creek,

- Sidwell Road/Endsley Rise intersection upgrade.

It is noted that these projects are either fully or partially consented with many likely to be completed by the time the proposed development is envisaged to occur.

6. The Applicant is advised to further consider whether any additional wider infrastructure upgrades are needed to those currently summarised in the referral documents (i.e. widening of Dairy Flat Highway to 4-lanes from Silverdale Interchange to Pine Valley Road, Wainui and Upper Orewa Road intersection, there may be other upgrades needed) based on the full buildout enabled by the proposed development and the Milldale Agreement. In regard to the Wainui Road and Upper Orewa Road intersection, we note that the Applicant has specially said they do not propose to undertake any upgrade. Further assessment and justification of this is requested in a substantive application (see detailed comment on this matter from PTM consultants).

7. In addition to any upgrade to the intersection with Upper Orewa Road, the Applicant should assess whether improvements to the rest of the section of Wainui Road between the site and the motorway interchange are needed to manage the potential traffic safety effects resulting from increased traffic on this road between the site and the motorway. These improvements could include, but are not limited to, shoulder widening, regrading of roadside area, removal of roadside hazards, and improved delineation.

8. Collector and active mode network and linkages should be provided including provision for a collector to be built to the boundary through the proposed development to access the Applicant's landholdings to the north .

9. Section 8 of the Stantec Transport memo sets out various transport mitigation measures and thresholds for unfunded transport mitigation works in the wider network. AT considers triggers for any necessary mitigation work would need to be included as consent conditions. Proposed conditons addressing mitigation and thresholds should be included in the substantive application. AT will review if it agrees with the extent of required mitigation work when it has received full information as part of a substantive application.

Road Safety

10. With good design AT considers that safety issues can be mitigated. Speed thresholds and roundabouts should be implemented on Wainui Road. The internal road network and new works on existing Wainui Road will need to comply with AT's Transport Design Manual (TDM).

11. Threshold speed calming as a transition from rural to urban is supported, this should be provided at either end of the proposed development on Wainui Road.

12. Priority crossroads should be avoided on Wainui Road, and where necessary provide roundabouts as recommended in the Transport memo supplied by the Applicant.

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13. The design should avoid any direct property access onto Wainui Road. Driveways should not be provided on the arterial road.

14. Increased traffic may raise potential exposure to right turning crashes (from Wainui to Upper Orewa Road). Particular assessment of this is requested in the substantive application.

15. It is recommended that a Safe System Audit is undertaken for any works involving the existing road network and at all further stages of design. This will provide assurance on safety issues and potential improvements through the design process.

Public Transport

16. AT is planning to extend existing bus services to Wainui Road. However, the current indicative plan does not show any bus stop locations. AT would require bus stops on Wainui Road as part of any road upgrade to accommodate this extension.

17. Most of this development pattern is as per the Milldale Master Plan, so there are no major concerns regarding future integration with public transport serves.

18. The roads which need to be suitable for buses are Wainui Road and Lysnar Road. AT considers that there should be conditions in respect to providing bus stops with the development.

19. AT understands from the pre-application process in regard to the ecological reserve that there is no proposal to have an interpretation centre where groups (especially school groups) may access the reserve to learn about ecology. If that were to be the case, then AT's view would be that there should be a condition of consent that any proposed road to the reserve would need to be suitable for heavy vehicles including buses. It would be helpful to directly confirm this matter in any substantive application.

20. The Applicant should also consider with the substantive application if any public transport within the development is appropriate.

Road Network Stormwater

21. The application is proposing communal devices for managing stormwater instead of multiple individual devices. In the Infrastructure Report Appendix C, roadside raingardens are still shown. It is assumed these are concept drawings, please amend them for future applications.

22. The proposed development has the potential to affect downstream flood hazards within the road reserve, so an assessment will be required. This will include, but not necessarily limited to, Upper Orewa Road, Kowhai Road, Wainui Road, Lysnar Rd, Endsley Rise and Arran Drive. The requirements for flood hazard within the road reserve are set out within Table 3 of the Road Drainage chapter of the TDM. Note that this assessment should include a range of storm events and storm durations and should consider the frequency of flooding as well as the

duration of flooding. Where the limits are already exceeded in the existing scenario, opportunities to reduce the existing flood hazard to the public should be considered.

23. Assuming overland flow paths within the development are to be conveyed via the public road reserve, careful consideration of how they are managed will be required at the consenting stage to ensure that they can be safely managed in accordance with Table 3 of the Road Drainage chapter of the TDM and section 4.3.5.6 of the Auckland Council Stormwater Code of Practice Version 4 once detailed design is underway. Failing to consider this early on could lead to the need to redesign earthworks, road networks and lots at Engineering Approval stage as Auckland Transport will not support piping of overland flow paths due to the lower resilience and risk of blockages.

24. If any bridges and culverts are proposed for the development, please note the following information is generally required:

    - all bridges and major culverts (i.e., cross section area of 3.4m2 or more) are to be designed in accordance with the NZTA Bridge Manual.
    - blockage impact assessment.
    - fish passage assessment.
    - A culvert conveying a watercourse under a roadway should generally extend so that inlet and outlet are outside the road boundaries.
    - Culverts and bridges require access for operation, maintenance and repairs which should be addressed at resource consent stage to avoid the need for changes to the resource consent if insufficient space is allowed for.
    - Stormwater Code of Practice section 4.3.9.8 assessment.
    - While full assessment and detailed design is not required now, the Applicant should provide sufficient detail to demonstrate the culverts and bridges will be able to be designed in compliance with the required documents once detailed design begins.

Detailed design to address AT standards, necessary transport upgrades and road safety

25. Advice has been received from PTM Consultants to address these matters that should be considered in any substantive application and detailed design, should the matter be referred for fast-track.

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Attachment to AT comments – Memo from PTM Consultants

To:	Chris Horne | Director | Incite Hedré Dednam | Team Leader - Development Planning South | Auckland Transport
From:	Paul Schischka | Consultant Transportation Engineer | PTM Consultants
Date:	21 January 2026
Subject:	Milldale North Fast Track Pre-referral Information
Revision:	1

This memorandum contains my road safety / traffic engineering specialist review comments on the Milldale North Fast Track Pre-referral Information.

Except were specifically noted otherwise, drawing excerpts in this email are from the master plan document provided by the applicant with my annotations.

This memorandum uses examples to explain or illustrate a thing characteristic of its kind or illustrating a general principle. Where examples are given, they are not intended to be a complete list of the only locations where are particular issue is present or to imply that only the specific examples shown need changes or refinement.

Wainui Rd – west of the development

1. In order to slow drivers entering the site from the west via Wainui Rd a threshold treatment (signs, markings, kerbs, potentially landscaping) is needed on Wainui Rd to the west of Cemetery Rd to warn drivers that they are approaching an urban area and a roundabout will be needed at the Wainui Rd to the west of Cemetery intersection to physically slow traffic at the edge of the site. Refer Figure 1.

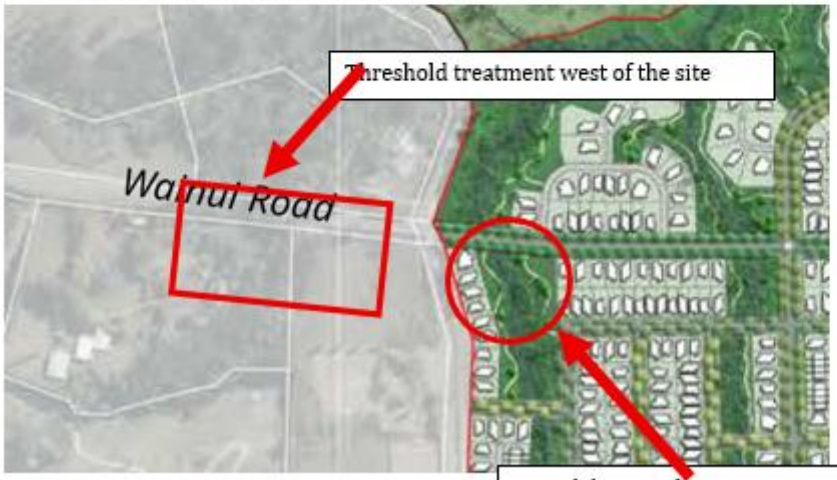

Figure 1: Wainui Road west of the development.

Internal to the development

Road Hierarchy

2. The masterplan does not show a clear road hierarchy. It is important that the arterial / collector / local road hierarchy is established early in the design process. This hierarchy will impact things such as road reserve width, the location of vehicle crossings, intersection types, etc. and the best results will be achieved by taking an integrated approach to these things early in the process.
3. As a general rule arterial and collector roads should;
    a. Be suitable for buses in most cases (exact routes should be confirmed AT's Public Transport team for their preferred future bus routes). This means wider traffic lanes and tracking at intersections and curves suitable for buses.
    b. Have separate cycle paths or lanes.
    c. Avoid having vehicle crossings wherever possible.
    d. On-street parking is not preferred on bus routes. Where the road is not a bus route it can be provided in bays, but buffer space needs to be provided next to any cycle lanes or paths.
    e. Not have speed tables or other vertical deflection traffic calming.

Active Modes

4. Good active modes (walking and cycling) links are needed to connect the development through to the new Ministry of Education land to the north-east. I expect this will take the form of a new east-west link through the site as well as good linkages to the Milldale Central land to the south.
5. More detailed information on AT's engineering standards for active modes is provided in AT's Engineering Design Code Cycling Infrastructure and Engineering Design Code Footpaths and the Public Realm.
6. No topographic or contour information has been provided with the master plan, so it is not possible to make specific comments on gradients for walking and cycling, but as a general principle, new roads should either run parallel to existing topographic contours or cut across them at a shallow angle so as to keep gradients low and improve active mode accessibility. Where existing topographic constraints mean that accessible gradients are not achievable alternative routes which do provide suitable gradients should be considered.
7. It is noted that the masterplan provided has avoided mostly cul-de-sacs and that block lengths have been kept relatively short. This is supported in principle.

Intersection Forms

8. Where crossroads are proposed the preferred intersection treatment is a roundabout. For intersections on collector or arterial roads a compact roundabout design (where the central island has a mountable apron but is not necessarily fully mountable) is appropriate. Where the intersection is of two local roads a mini-roundabout design with a fully mountable central island is appropriate. The masterplan drawings show green circles at many of the intersections, which appear to be intended as roundabouts. However, they are not labelled, included in the drawing legend, or discussed in the documents accompanying the masterplan so it is not certain if these circles do indeed indicate the location of proposed roundabouts are or are indicate only. An excerpt from the masterplan showing an example of one of the presumed roundabouts is shown below in Figure 2.

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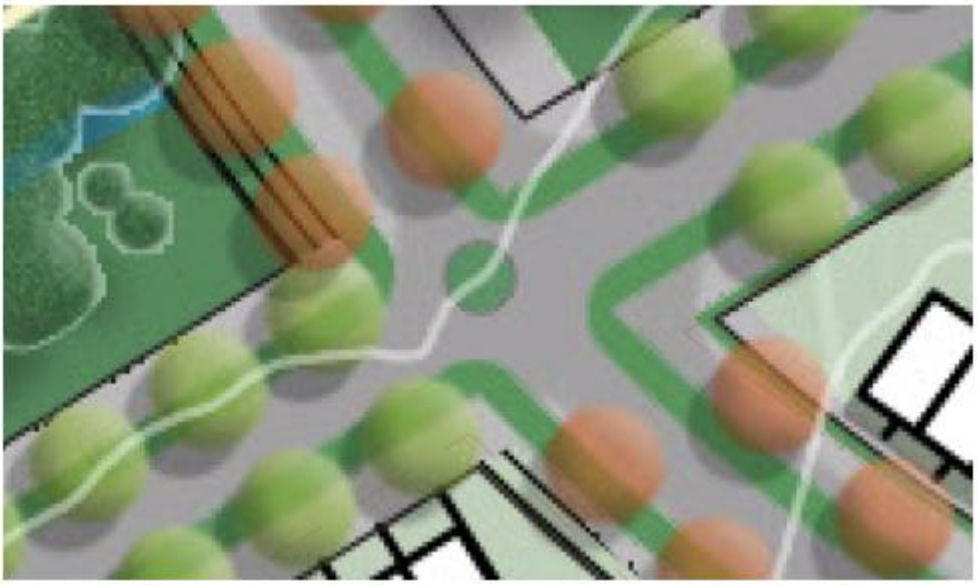

Figure 2: Excerpt from masterplan showing what appears to be a roundabout at one of the proposed crossroads intersections.

9. I note that not all crossroads intersections shown in the masterplan have the circles presumed to indicate a roundabout.
10. Milldale Central to the south and east of the site has many examples of both compact and mini-roundabout designs which can be adapted for the Milldale North site.
11. Left-in/left-out (LILO) only treatments should be used on arterial road intersections with local roads where there are roundabouts located close by in either direction. I have shown an example of this in Figure 3.
12. A raised intersection treatment can also be considered for the intersection of two local roads where there is a cross-road.

Figure 3: Examples of LILO and roundabout locations on a potential future arterial road.

Intersection Angles

13. The masterplan is showing a small number of intersections where the roads intersect at an angle which is not 90 degrees (plus or minus 10 degrees). This typically results in a wider intersection for truck tracking, longer crossing distance, higher vehicle speeds for some movements, a poor viewing angles for drivers.
14. Where intersections at angles other than right angles cannot be avoided a roundabout is the preferred type of intersection.
15. An example of this is shown in the figure below.

Figure 4: Example of a Y-shaped intersection.

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Driver Sight Distances at Intersections

16. Intersections should be positioned away from curves in order to ensure that engineering standards (specifically Austroads Guide to Road Design Part 4A Safe Intersection Sight Distance) requirements can be met.
17. I have shown some examples of potentially problematic intersections from the master plan below.
18. Where site topography or property boundaries mean that Austroads sight distance requirements for a T-intersection are difficult to achieve, changing the form of the intersection to a roundabout may be an appropriate solution, as this type of intersection slows traffic on all approaches and sight distance requirements are reduced.

Figure 5: Example of driver sight distance from intersection limited by curve.

Figure 6: Example of driver sight distance from intersection limited by curve.

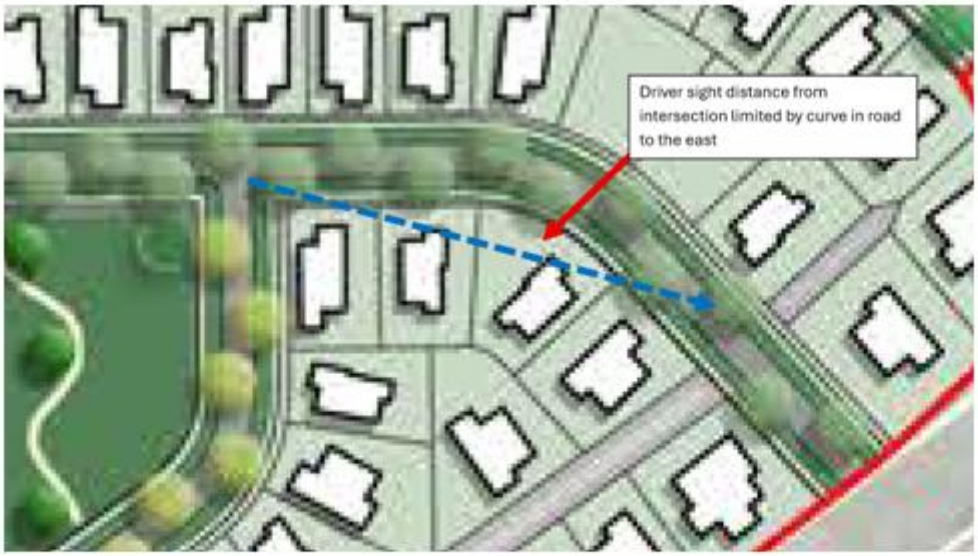

Figure 7: Example of driver sight distance from intersection limited by curve.

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Traffic Calming

19. Local roads should be designed for a vehicle operation speed of 30 km/h. Traffic calming should be provided on these roads at the spacings shown in the AT Engineering Design Code Traffic Calming.
20. Arterial roads must not have traffic calming and can be designed for a higher operating speed (50 km/h). Collector roads should also not have traffic calming where they are likely to be potential future bus routes.
21. On arterial roads for intersections which are not roundabouts, consideration should be given to making the intersection left-in / left-out (LILO) only.
22. Some of the intersections are located too close to curves, and driver sight distances standards will not be achievable.
23. An additional active modes link is needed between Stage 11 Central Milldale and the block shown on Figure 7 of the master plan.

Vehicle Tracking

24. Additional space needs to be provided in carriageways near intersections and on curves to allow for the swept path of vehicles. Except for bus routes, the design and check vehicles on local residential roads are a 6.3m van (intended to simulate a typical courier or delivery van) and a 10.3m truck (intended to simulate the rubbish trucks used by Council for public collection). These vehicles should be able to pass each other when travelling in opposite directions around a curve.
25. The applicant should consult the AT Engineering Design Code Urban and Rural Roadway Design for other road types and more detailed information on vehicle tracking requirements.

External Perimeter of the Site

26. The road frontage of all lots on the external perimeter of the site should be upgraded to urban standards in accordance with AT's Transport Design Manual. Depending on carriageway condition and width the carriageway may also need to be upgraded at the same time.
27. It is noted that there are a number of roads which connect to the boundary with adjacent land which is currently undeveloped land. This allows for future connection, and is encouraged, but the applicant will need to construct turning heads suitable for rubbish trucks where the new road meets the boundary. The figures below show some examples.

Figure 8: Example of road requiring a turning head where it connects to adjacent land.

Figure 9: Example of two roads requiring turning heads where they connect to adjacent land.

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Typical Cross-sections

28. Appendix C of the Infrastructure Assessment prepared by Woods and dated November 2025 contains typical cross-sections for roads, jointly owned access lots (JOAL), and walkways within the site. Comments on these cross-sections are provided below.
29. Figure 10 shows a typical cross-section for the Suburban Street Type 1. I have assumed that the applicant intends to use this cross-section for all local (i.e. non-arterial and non-collector) roads except for the stream edge roads.
30. Auckland Transport's Engineering Design Code Footpaths and the Public Realm Table 1 gives minimum front and back berm widths of 1.0m and 2.2m respectively. Berm widths less than this can result in adverse effects on pedestrian safety and amenity due to issues around service covers and cabinets protruding into footpaths, reduced buffer space and inter-visibility between exiting drivers and pedestrians at vehicle crossings, and large vehicles parked within sites protruding across the footpath.
31. The back berm shown in the cross-section is 0.8m wide and the front berm is 2.9m wide. I recommend that the applicant reallocate space between the berms to increase the back berm width to 1.0m.
32. The carriageway width is shown as two 2.8m wide lanes. Auckland Transport's Engineering Design Code Urban and Rural Roadway Design gives a minimum lane width of 2.7m for local roads, and a desirable lane width of 3.0m. However, the desirable width is required to be used be designs with the minimum applying as a guide for applying for a departure from standards. I recommend that some space is reallocated from the front berm to provide a 6.0m wide kerb face to kerb face width for the local roads. If local roads are intended to be used by buses this should be 7.0m. Wider lanes may be needed for heavy vehicle tracking near curves.

Figure 10: Suburban Street Type 1 typical cross-section

33. Figure 11 shows a typical cross-section for steam edge roads.

34. Similar to the suburban street cross-section this cross-section has an issue with the back berm in the side opposite the stream being only 0.8m and the lane widths being only 2.8m. I recommend that this is resolved by reallocating space from the front berm areas.

35. This cross-section shows a shared path on the stream side located in the legal road. In situations like this the boundary between the legal road and the adjacent reserve land is often positioned so the shared path is in the reserve rather than the road, and I suggest that the applicant does this for their substantive application.

36. If the shared path remains in the leal road, then it should conform to AT's engineering standards. AT's Engineering Design Code Cycling Infrastructure sets a minimum shared path width of 4.0m. Narrower paths require a departure from standards from AT as a separate approval.

Stream-Edge Roads

6.60m Orewa River Reserve Edge Road

Figure 11: Stream Edge Road typical cross-section

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37. Figure 12 shows a typical cross-section for a Collector Road Type 1. I have assumed that the applicant intends to use this cross-section for all collector roads as this is the only collector road cross-section provided.
38. The widths of the various elements in the cross-section conform to the minimums given in AT's Transport Design Manual. The 3.5m wide traffic lanes are suitable for use on a bus route.
39. The cross-section shows a bus as well as on-street parking bays. On-street parking should not be provided on bus routes due to the effect which vehicles reversing into parking spaces can have on bus schedules.
40. The cross-section drawing also shows several closely spaced vehicle crossings. Where cyclist facilities are proposed vehicle crossings should be provided off a JOAL or local road frontage to minimise the risk of a crash involving a cyclist crossing a vehicle crossing. Vehicle crossings should be minimised on bus routes wherever practicable.

Collector Roads

4.0m Collector Road Type 1

Figure 12: Collector Road Type 1 typical cross-section

41. Figure 13 shows a typical cross-section for the JOALs. While these will not be vested their design can contribute to effects on the public road network in some cases.
42. The JOAL shown does not have any separate pedestrian areas. These are required by both AUP E27 and Plan Change 79 (PC79). A lack of appropriate pedestrian facilities in JOALs can

discourage the use of walking and public transport modes by the residents of dwellings with access from the JOAL, especially if the dwelling does not have a road frontage on the other side, and that can result in increased private car usage.

Jointly Owned Access Lots

7.0m JOAL

Figure 13: Typical cross-section for JOAL

43. I consider that the 8.0m boundary to boundary width of the pedestrian accessway typical cross-section provided by the applicant is appropriate.

44. The pedestrian accessway typical cross-section shows a 3.0m wide shared path. AT's Engineering Design Code Cycling Infrastructure sets a minimum shared path width of 4.0m. Narrower paths require a departure from standards from AT as a separate approval.

Wainui Road – East of the Development

45. Using Council Geomaps I have measured that the driving distance from the end of the northbound off-ramp at the State Highway 1 / Wainui Road intersection to the intersection of Wainui Road and Lysnar Road is approximately 1.6km, while the driving distance via the Lysnar Road / Sidwell Road route to the south is approximately 1.9km.

46. Because the route is slightly shorter, I expect that a significant proportion of the drivers travelling between the motorway and the new dwellings which the proposal will facilitate will use Wainui Road east of the development and that this additional traffic will necessitate upgrades of the road to address potential traffic safety and operational effects.

47. For the other direction, travelling from the intersection of Wainui Road and Lysnar Road to the end of the southbound motorway off-ramp is travel distance is shorter via the Lysnar Road / Sidwell Road than the Wainui Road link by around 0.2km. I expect that some trips originating from the site will still travel to the motorway via the Wainui Road route due to driver preference.

48. The effects of increased traffic at the intersection of Wainui Road and Upper Owera Road is of particular concern. This intersection is currently laid out as a priority-controlled T-intersection with a Give Way control on the Upper Owera Road arm of the intersection. There is no right turn bay for drivers turning right into Upper Owera Road, which means these drivers must wait in the westbound traffic lane. There are minimal shoulders in this part of Wainui Road and westbound through traffic cannot track onto the shoulder to pass a waiting vehicle. Figure 14 shows an aerial image of this intersection.

49. Drivers waiting in the westbound lane to turn right into Upper Owara Road are at risk of being involved in a rear-end type crash with westbound vehicles on Wainui Road. Furthermore, they are more likely to take shorter gaps in the stream of eastbound traffic when turning into Upper Owara Road due to social pressure to not block the lane and potential awareness that stopping in the lane exposes them to rear-end type crashes. Taking shorter gaps increases the likelihood of a side impact type crash with eastbound traffic.

50. The NoR6 drawings for this intersection show it as a future roundabout and I consider that this should be constructed at the same time as the proposed development by the consent holder as mitigation for traffic safety effects.

51. A fast-track application has been submitted for the Delmore residential development located to the north of Russell Road and Upper Owera Road and is currently being processed. This subdivision will have access from Upper Owera Road and will result in more traffic using the Upper Owera Road / Wainui Road intersection. The Delmore applicant has proposed upgrading the intersection to provide a right turn bay as part of their mitigation measures, and while I consider that this is an improvement over the existing intersection layout, there are still potential traffic safety issues relating to increased traffic at the intersection.

52. More eastbound traffic on Wainui Road, either travelling eastbound from the Milldale North site, or turning in or out of Upper Owera Road from the Delmore site increases the risk of a crash at the intersection.

53. The posted speed limit on Wainui Road is 100km/h according to the National Speed Limits Register. If there is a crash involving an eastbound vehicle on Wainui Road and a vehicle turning

in or out of Upper Owera Road, the most likely crash type is a side impact crash. The survivable impact speed for this type of crash is considered to be 50 km/h. Austroads research shows that where impact speeds exceed the survivable impact speed the likelihood that the crash will result in death or serious injury to a vehicle occupant is significantly increased.

54. A roundabout at the intersection, as shown in the NoR6 drawings, would slow all traffic entering the intersection and would dramatically reduce the likelihood of a crash being serious should one occur.

55. While I acknowledge that the Delmore application does not currently have consent, and therefore is not part of the receiving environment, and that the applicants are only responsible for managing the effects of their own proposals, I consider that there may be benefit for both applicants in agreeing sharing the cost of a roundabout upgrade to the intersection, and I recommend that this is suggested to them (noting that they cannot be compelled to enter into such an agreement).

Figure 14: Intersection of Upper Owera Road and Wainui Road. Source: Auckland Council Geomaps, image circa 2024/25.

56. The remainder of Wainui Road should also be investigated as part of the applicant's assessment of effects, and measures to address potential increases in the incidence of crashes on this road identified as part of the mitigation measures for the proposal. Types of improvements which could be considered include improved road marking and delineation, removal of trees or power poles in the road reserve close to the carriageway, widening of shoulders, reshaping of roadside areas to provide a recoverable side slope, and road safety barriers in select locations.

ITA for the Private Plan Change / Wider Area Upgrades

57. I have been provided with a copy of the Integrated Transportation Assessment (ITA), dated October 2024, for the Wainui FUZ Private Plan Change application. Similar document was prepared in 2019 for the existing Milldale development south and east of the site.

58. Should the proposal be referred to a panel the applicant should provide an ITA for the site as part of their assessment of effects. I suggest that the plan change ITA could be adapted for this purpose.

59. Table 6 of the Private Plan Change ITA gives a list of dwelling thresholds and infrastructure upgrades. I would expect that as a condition of the consent for the proposed fast track application these upgrades are in place before the threshold number of dwellings is exceeded. This would follow the same approach as was used for the existing Milldale development to the south and east of the site.

Transport Assessment for Milldale North Fast Track Assessment

60. The documents provided by the applicant include a transport assessment memo (TAM) for the Milldale North Fast Track application which is Appendix A of the pre-referral documents. The TAM was prepared by Stantec and is dated 31 October 2025.

61. The TAM is focused almost entirely on the wider road network surrounding the proposal, other projects nearby, and the results of modelling undertaken for it. There is a brief description of the proposal and information on public transport patronage for the bus route (989) serving Milldale, but this appears to have been provided to provide background for the modelling.

62. Minimal information is provided on the proposed internal layout of the site, and no assessment has been made as to whether the proposal complies with Auckland Unitary Plan standards in the TAM.

63. Section 6.2 of the TAM states that an average trip generation rate for the site of 0.62 trips per dwelling has been adopted. I consider that this is appropriate for the location and density of residential development proposed.

64. No trip generation information on non-residential activities has been included in the TAM. When preparing the transport assessment for the substantive application the applicant should address this. If they consider that the non-residential activities will result in negligible trip generation on the wider network because they will mostly service the dwellings then this should be stated in the assessment.

65. Tables 4 and 5 of TAM summarise modelling output for key intersections in terms of Level of Service (LoS) and average delays (in seconds).

66. These show that, with the exception of the intersections at each end of Wilks Road the LoS will be C or better, and the average delays under 30 seconds.

67. The nearest (north) end of Wilks Road is approximately 5 km driving distance from the site. Wilks Road is not on the most direct route between the motorway and the site, nor is it on the route to any other activities like schools, supermarkets, or major sources of employment which would result in significant numbers of trips to or from the site travelling via Wilks Road.

68. I suspect that the LoS and delays at the Wilks Road intersection shown in the modelling are a result of other new developments closer to Wilks Road which have been included in the modelling. I recommend that the applicant provide more information and assessment in the substantive application to confirm if this is the case.

69. Section 8 of the TAM states that the modelling outcomes rely on mitigation measures shown in Table 6 (refer Figure 15)

Table 6: Mitigation Measures and Approximate Timing

Approximate Year	Development Threshold for Milldale North (Dwellings)	Infrastructure Upgrade	Status
2028	300	None	N/A
2029	520	None	N/A
2030	740	• Dairy Flat / Pine Valley Intersection – Upgrade 1	• Due for completion in late 2026
2031	960	• Signalisation of Wilks Road / Dairy Flat Highway – Upgrade 2 • Signalisation of Wilks Road / East Coast Road – Upgrade 3	• External upgrades developer funded • External upgrades developer funded
2032	1,180	• Silverdale interchange upgrade – Upgrade 4	• External upgrades developer funded
2033	1,400	• Double-laning of Pine Valley Road / Argent Lane roundabout – Upgrade 5	• Designation in place
2034	1,620 – 1,700	No further upgrades	N/A

Figure 15: Mitigation measures and approximate timing from TAM.

70. As stated above, more assessment is needed to confirm if upgrades to the Wilks Road intersections are listed in the table are needed to mitigate the effects of the proposal.
71. For the 2032 year the proposal states that an upgrade to the Silverdale motorway interchange is required and these upgrades are funded by external developer. The TAM does not state whether the external developer is the applicant.
72. If the applicant is not proposing to fund this work themselves then a condition of consent should be placed on the applicant's site requiring the upgrade to be completed before the 1,180 dwelling threshold stated in the table is completed.
73. For the 2033 year no source of funding for the double laning of the Pine Valley Road / Agent Lane roundabout is shown in the table. A designation does not guarantee that the work will be completed. I recommend that a condition of consent should be placed on the applicant's site requiring the upgrade to be completed before the 1,400 dwelling threshold stated in the table is completed.
74. The TAM does not make any reference to the future double laning of Diary Flat Highway between Pine Valley Road and the motorway interchange. It is not clear if this has been included in the modelling. There is a designation in place on this section of the highway for future double laning. The applicant should provide an assessment of the need for double laning of this road as part of their substantive application.

Insert Fast-track logo

Disclaimer / Important note:

The views and comments expressed by PTM Consultants within this memorandum are made without prejudice, on the applicant's proposal. Specialists have not conducted a specific review for design and standards compliance. We reserve the right to add to our comments in the future should there be any further changes or information presented. This memorandum has been compiled for the use of Auckland Transport, Auckland Council, and the expert panel only and is not to be amended, used, forwarded or circulated without the written permission of PTM Consultants. It is an express condition of the supply of this information that the recipient is responsible for verifying its content, correctness, and completeness. PTM Consultants accepts no liability or responsibility for any error, loss or damage suffered by the recipient arising out of, or in connection with, the use or misuse of this information.

Do you support the proposal proceeding through fast-track?

☐ Support

☐ Oppose

☒ Neutral

AT is neutral in regard to use of fast track as a process to further consider this matter.

Note: All comments will be made available to the public and the applicant when the Ministry for the Environment proactively releases advice provided to the Minister for the Environment.

Managers signoff

Tessa Craig, Acting Manager, Development Planning Date 05/02/2026

Hon Tama Potaka

Minister of Conservation
Minister for Māori Crown Relations
Minister for Māori Development
Minister for Whānau Ora
Associate Minister of Housing

12 FEB 2026

Hon. Chris Bishop
Minister for Infrastructure
c.bishop@ministers.govt.nz
Parliament Buildings
Private Bag 18041
WELLINGTON 6160

Tēnā koe Hon. Bishop

Thank you for the invitation to comment on the Fast Track consent application for the proposed Milldale North development.

The project comprises approximately 1,500 residential lots, commercial and community facilities, some transport infrastructure, and an option for interim private three waters solutions should connection to Auckland Council infrastructure not be viable or available in time.

As you know, Auckland remains one of the most expensive places in New Zealand to rent or buy. There are 7,000 households on the social housing register in Auckland, indicating high levels of housing need. This project, if approved, would help to address this shortfall.

The site sits within the Upper Ōrewa Future Development Strategy area, which is not expected to be development ready until after 2050 due to the significant bulk infrastructure required. Auckland Council and the Rodney Local Board are likely to raise concerns around infrastructure and natural hazards. Council would be consulted as part of the detailed consenting process should this application proceed and will be able to raise these concerns then.

While this project would require considerable infrastructure investment, it could add significantly to Auckland's housing supply, and relevant concerns can be addressed at the next stage. Accordingly, I have no objection from the perspective of the Housing Portfolio to this project being referred to the next stage. Thank you again for the opportunity to comment.

Mauriora,

Hon Tama Potaka
Associate Minister of Housing

Hon Nicola Willis

Minister of Finance
Minister for Economic Growth
Minister for Social Investment

28 JAN 2026

Hon Chris Bishop
Minister for Infrastructure
Parliament Buildings
Wellington

REQ-0026255

Dear Chris

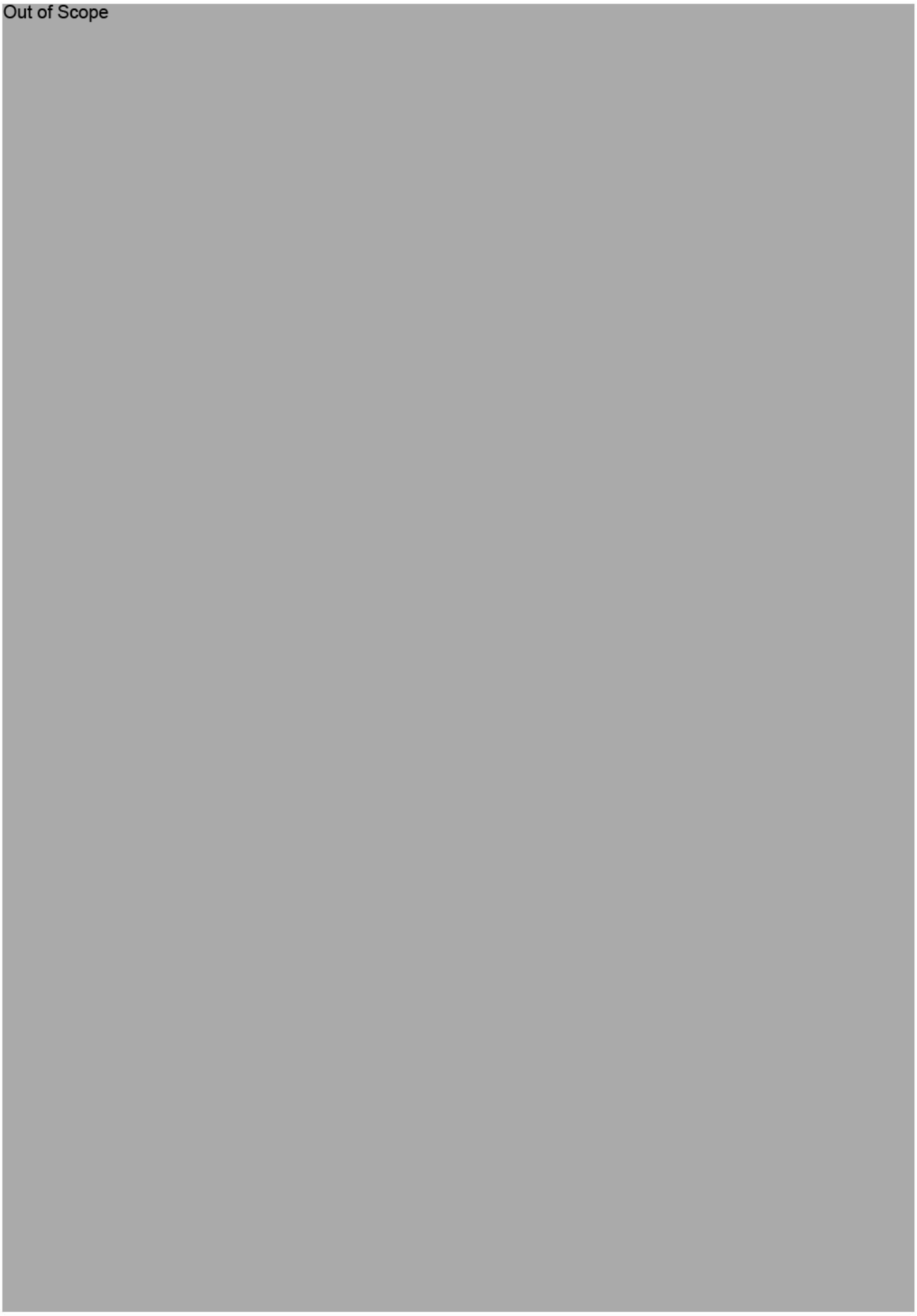
Thank you for the opportunity to comment under the Fast-track Approvals Act (FTAA) on the following applications:

- Out of Scope
- Milldale North, FTAA-2511-1142
- Out of Scope

I am providing comments in my capacity as Minister for Economic Growth, focusing on whether these applications are likely to have significant economic benefits under section 22(2)(a)(iv) of the FTAA, based on the information provided. I defer to you and other relevant Ministers to assess the remaining criteria.

Out of Scope

Private Bag 18041, Parliament Buildings, Wellington 6160, New Zealand | +64 4 817 6801 | n.willis@ministers.govt.nz


Out of Scope

Out of Scope

Milldale North, FTAA-2511-1142

This real estate project is a 231-hectare urban development extension from the adjacent Milldale urban area in Wainui, Auckland. This proposal includes approximately 1,500 residential units of varying typologies, two small-scale neighbourhood centres and community facilities, an integrated transport network, an ecological restoration area and temporary wastewater infrastructure to address current capacity issues.

Based on the economic assessment provided in this application, the economic benefits of the proposal will be concentrated during its eight-year development period. During this period, the development is estimated to have a direct one-time contribution of $186 million to GDP, provide direct full-time employment (FTE) for 186 people and generate direct additional household incomes of $122 million. There will also be indirect economic benefits estimated to be 430 FTEs and $511 million in GDP value-add over the same eight-year period. Once operational, the proposal's non-residential areas could provide ongoing full-time employment and associated economic activity.

The primary long-term benefit of this proposal is its provision of additional housing which is critical for a growing economy. Given that this application would provide a significant boost in the housing supply, it could also be assessed under increasing the supply of housing, address housing needs or contribute to a well-functioning urban environment (s22(2)(a)(iii) of the Fast-track Approvals Act).

Out of Scope

Out of Scope

Yours sincerely

Hon Nicola Willis
Minister for Economic Growth

Invitation to provide written comments on a project under the Fast Track Approvals Act 2024

You have been invited to provide written comments to the Minister for Infrastructure (the Minister) on an application to refer under the Fast-track Approvals Act 2024 (the Act) to the fast-track process.

Please upload comments directly via the portal by completing this template.

Before the due date, for assistance on how to respond or about this template or with using the portal, please email contact@fasttrack.govt.nz or phone 0800 FASTRK (0800 327 875).

Written comments must be received by MfE, on behalf of the Minister for Infrastructure, no later than the due date.

Important information

Your personal information will be held by MfE and be used in relation to the project application and process. You have the right to access and correct personal information held by MfE.

A copy of your comments, including all personal information, will be provided to the Minister and the applicant.

If you are a corporate entity making comments on this application, your full contact details will be publicly available.

For individuals, your name will be publicly available, but your contact details (phone number, address, and email) will not be publicly available.

A copy of your comments will also be published on the Fast-track website. If you believe any of the information you have provided is confidential or sensitive and should be withheld from publication, please highlight the information concerned and provide an explanation to support your request for withholding it. Your comment and explanation will be decided by the Ministry on whether to withhold the information from publication.

Please do not use copyright material without the permission of the copyright holder.

All information held by MfE is subject to the Official Information Act 1982.

More information on the fast-track approvals process and providing comments can be found at Process overview | Fast-track website

Your written comments on a project under the Fast Track Approvals Act 2024

Project name	Milldale North

Before the due date, for assistance on how to respond or about this template or with using the portal, please email contact@fasttrack.govt.nz or phone 0800 FASTRK (0800 327 875).

All sections of this form with an asterisk (*) must be completed.

1. Contact Details

Please ensure that you have authority to comment on the application on behalf of those named on this form.

Organisation name (if relevant)	NZ Transport Agency		
***First name**	Nicola		
***Last name**	Foran		
Postal address			
***Contact phone number**	s 9(2)(a)	**Alternative**	
***Email**	environmentalplanning@nzta.govt.nz		

2. Please provide your comments on this application

NZTA thanks the Minister for the opportunity to comment on the referral of this application into the fast-track approvals process.

The development is expected to influence traffic volumes at Silverdale Interchange on State Highway 1 (SH1), with potential effects on the Milldale and Grand Drive Interchanges and the wider state highway network.

NZTA recommends the following matters are addressed in any substantive application for the Milldale North proposal.

Scope of proposal and trip generation

The application documents indicate between 1,500 and 1,853 dwellings will be enabled by the proposal, with the ITA and infrastructure assessments using the low-end figure of 1,500. Any subsequent substantive application should clarify the maximum development potential enabled by the proposal and provide updated assessments to ensure the effects and benefits of the development are clearly demonstrated.

Insert Fast-track logo

ITA assumptions & additional information

The ITA relies on information and assessments from a 2019 ITA for the Wainui Precinct. The transport network has changed significantly since 2019 particularly the construction of O Mahurangi – Penlink and its effect on Silverdale Interchange.

As part of any subsequent substantive application, NZTA would like to see the ITA revised with the proposed trip generation rate, and public transport mode share updated based on current observations. The ITA should also include modelling and assessment of vehicle numbers entering and exiting SH1 during peak periods (aligned with Traffic Management System peaks), particularly at the Silverdale interchange.

Sensitivity Testing

The ITA has assessed a scenario where upgrades to the Silverdale Interchange and key local intersections are delivered by a third-party. This does not make any allowance for delays to the third-party improvements, or faster growth and development of the Milldale North area than assumed for the adjacent Milldale, Wainui Precinct, and PC103 – Silverdale West Industrial Area.

NZTA recommends sensitivity testing to determine what transport improvements are required to support any substantive application for the Milldale North proposal, if the proposed third-party improvements are not undertaken.

Silverdale Interchange Improvements

The application relies on modifications to the Silverdale Interchange which have no confirmed funding or delivery agreement.

NZTA would like to engage further with the applicant regarding any improvements required to the Silverdale Interchange to support the development.

Conclusion

NZTA has no concerns with this project, Milldale North, being referred to the fast-track approvals process.

NZTA would welcome the opportunity to discuss the proposal further with the applicant and provide comments on any substantive application in due course.

Note: All comments will be made available to the public and the applicant when the Ministry for the Environment proactively releases advice provided to the Minister for the Environment.

Managers signoff

Rory Power, Team Lead Environmental Planning Date: 04/02/26