



# Milldale Stages 14 -17 Fast Track Substantive Application

Wainui Road, Auckland

Urban Design Assessment

14 August 2026

**B&A**

Urban & Environmental

Prepared for:

Fulton Hogan Land Development Limited



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Prepared by:



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# Contents

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|            |                                                   |           |
|------------|---------------------------------------------------|-----------|
| <b>1.0</b> | <b>Executive Summary</b>                          | <b>4</b>  |
| <b>2.0</b> | <b>Introduction</b>                               | <b>5</b>  |
| 2.1        | Purpose                                           | 5         |
| 2.2        | Statement of Qualifications and Experience        | 5         |
| <b>3.0</b> | <b>Site Context</b>                               | <b>6</b>  |
| 3.1        | Site Description                                  | 6         |
| 3.2        | Existing Zoning                                   | 9         |
| 3.3        | Neighbouring Site Environment                     | 9         |
| 3.4        | Milldale North Private Plan Change                | 11        |
| <b>4.0</b> | <b>Planning Context</b>                           | <b>14</b> |
| 4.1        | National Policy Statement on Urban Development    | 14        |
| 4.2        | Regional Policy Statement                         | 14        |
| 4.3        | Auckland Unitary Plan                             | 15        |
| 4.4        | Reasons for Consent                               | 16        |
| <b>5.0</b> | <b>Design Response</b>                            | <b>16</b> |
| 5.1        | Site Opportunities and Constraints                | 16        |
| 5.2        | Key Design Details                                | 16        |
| 5.3        | Response to Consultation                          | 17        |
| <b>6.0</b> | <b>Site-wide Design Assessment</b>                | <b>19</b> |
| 6.1        | Assessment Framework                              | 19        |
| 6.2        | Strategic Urban Form                              | 19        |
| 6.3        | Response to Landform                              | 20        |
| 6.4        | Street Network & Block Structure                  | 25        |
| 6.5        | Residential Uses                                  | 31        |
| 6.6        | Neighbourhood Centre / Non-residential Activities | 37        |
| <b>7.0</b> | <b>Conclusion</b>                                 | <b>39</b> |

## 1.0 Executive Summary

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Fulton Hogan Land Development seeks fast-track approval for the comprehensive development of Milldale Stages 14–17. The proposal will establish approximately 1,400 dwellings, including detached housing and 44 medium-density superlots, together with a neighbourhood centre, two neighbourhood parks, new streets and active-mode connections. It also includes extensive riparian enhancement and ecological restoration associated with the Ōrewa Awa and Te Korowai o Maraeariki.

Although the land is currently zoned Future Urban and the application is a non-complying activity, the proposal provides a sensible framework for urbanisation consistent with the outcomes anticipated by the Auckland Unitary Plan. The proposal has been informed by the wider Wainui structure-planning and Milldale North private plan-change processes already undertaken by the applicant and resolves the principal matters normally addressed through those processes including transport connections, open space, watercourses, centres, housing density and infrastructure provision at an appropriately detailed level.

In my opinion, the proposal represents a logical and well-integrated extension of Milldale. Its modified grid connects with existing and planned streets, supports the future Ministry of Education school campus and reinforces the established hierarchy of centres. Medium-density housing is appropriately concentrated near key movement corridors, amenities and flatter land, while larger and detached lots provide a considered transition towards steeper, peripheral and environmentally sensitive areas.

The Ōrewa Awa, Waterloo Creek and associated tributaries form the principal landscape and open-space framework. Generous setbacks, riparian margins, public edge roads and paths will protect the visibility and accessibility of these features, while the restoration of land north of the Awa will deliver substantial ecological, amenity and recreational benefits. The street and block layout also responds appropriately to the site's topography, limiting steep roads and visually prominent retaining structures.

A connected walking and cycling network, including the central active-mode corridor, as well as other separated cycle facilities on roads and riparian corridors, will provide convenient access to parks, the neighbourhood centre, the future school and wider Milldale.

Detailed building designs are not included with the application. However, the combination of mandatory building envelopes, Design Guideline controls and formal design review provides sufficient certainty regarding future built form, streetscape, access, landscaping, privacy and safety outcomes. These outcomes are already demonstrated by existing development across Milldale.

Overall, I consider the proposal to be a sound and well-considered urban design response that will establish a connected, legible and coherent neighbourhood with meaningful housing choice. Subject to final consent conditions clearly securing the proposed design controls and review processes, the development can achieve a high-quality urban outcome.



## 2.0 Introduction

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### 2.1 Purpose

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

The application seeks approval to authorise comprehensive residential development and subdivision across Milldale Stages 14 – 17, which includes the establishment of 1,401 residential lots including 44 medium density housing super lots located on the southern side of the in a range of typologies and sizes, new roads, jointly owned access lots (**JOALs**), pedestrian accessways, neighbourhood parks, esplanade reserves, riparian margins, a small commercial centre, associated infrastructure and significant revegetation of land north of the Ōrewa Awa (Te Korowai o Maraeariki).

This report assesses the urban design merits of the project in terms of its consistency with best practice urban design principles. These principles are set out in the following report and are derived from a series of statutory and non-statutory documents including; The Auckland Unitary Plan (**AUP**), and the Auckland Design Manual (**ADM**).

### 2.2 Statement of Qualifications and Experience

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I am an Urban Designer / Partner at B&A. B&A is a planning, urban design and landscape consultancy with offices around New Zealand. I have been employed at B&A since November 2018.

I hold the qualifications of Bachelor of Planning (First Class Hons) and Masters of Urban Design (First Class Hons) from the University of Auckland. I am a Full Member of the New Zealand Planning Institute and am a Registered Urban Designer with the Urban Designers Institute of Aotearoa (**UDIA**). I have 17 years of experience in the urban design, strategic planning and transport development, across both the private and public sector in New Zealand and United Kingdom.

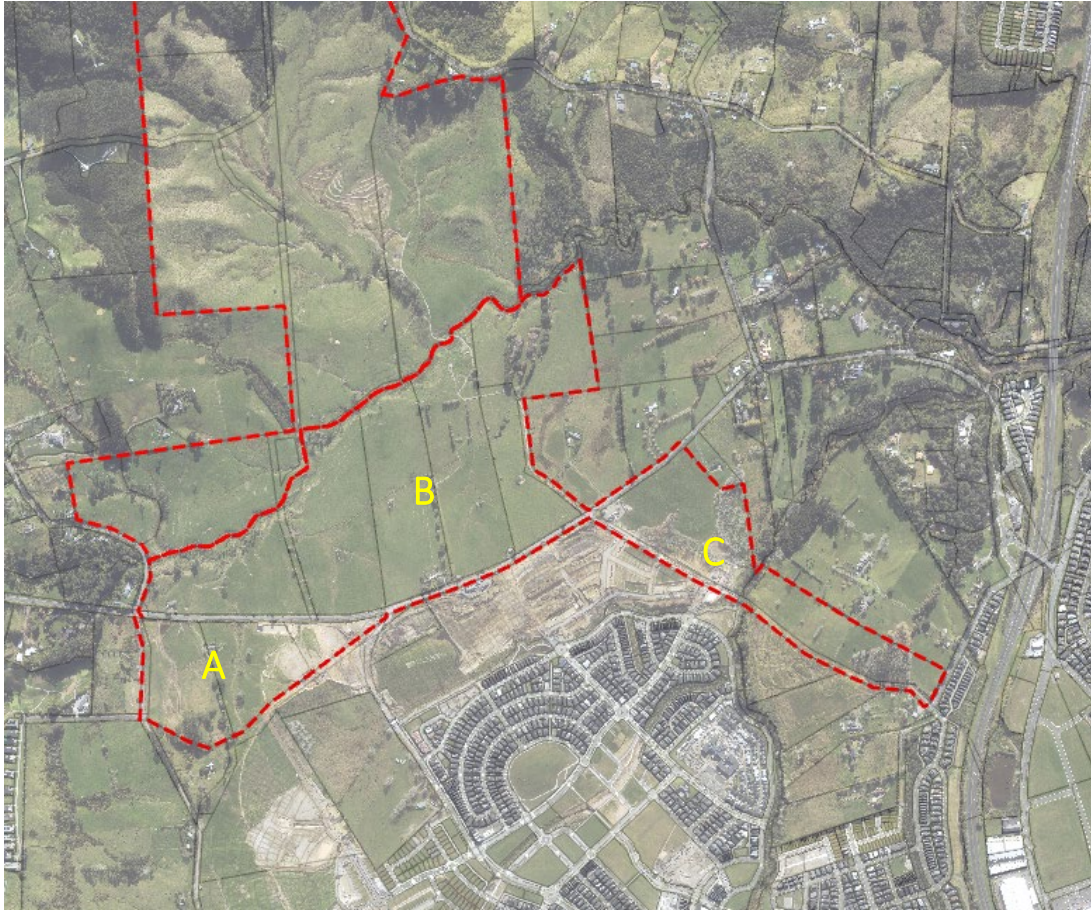
I have a broad range of experience in urban design working on behalf of a range of clients including land developers, commercial entities and Councils in Auckland and around New Zealand. This has involved lead masterplanning projects for greenfield and brownfield redevelopment projects, design review and assessment for resource consent and private plan change applications of varying scales, strategic and spatial planning projects, and preparation / presentation of urban design evidence at Council hearings and the Environment Court.

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 and the UDIA Code of Practice – Version A June 2024.

## 3.0 Site Context

### 3.1 Site Description

The site subject to this application is located immediately north of Milldale and comprises approximately 231 ha of land under the control of FHLD that straddles the northern and southern banks of the Ōrewa Awa.



**Figure 1 - Milldale North Fast Track Application Site**

#### 3.1.1 Land South of the Ōrewa Awa

The land on the southern side of Ōrewa Awa can be divided into three distinct parcels by existing roads in the area. These comprise an area located to the south of Wainui Road and east of Cemetery Road (Area A), an area situated between Wainui Road and Ōrewa Awa (Area B), and a third area located to the south of Wainui Road and east of Endsley Rise and Lysnar Road (Area C).

##### 3.1.1.1 Area A

Area A comprises approximately 16 ha and is defined by Wainui Road to the north, Cemetery Road to the west, and Stages 12 and 13 of the Milldale development to the south, forming a generally triangular parcel. The land is currently still in pastoral use although portions are being earthworked as part of the wider Milldale development and the Argent Lane/Wainui Rd roundabout.

The topography of Area A generally falls from the south-east, at approximately 55 m above sea level, towards the north-west, at approximately 25 m above sea level. Slopes are steeper in the



southern part of the area and become more gradual towards the north-west. This folding landform forms a few tributaries that flow from south to north and connect to Ōrewa Awa via culverts beneath Wainui Road. Within the relatively flat north-western corner of the area, a few farm drains and ponds have modified the landform.

### 3.1.1.2 Area B

Area B comprises approximately 68 ha and is bounded by Ōrewa Awa to the north, Wainui Road to the south, Gervin Road to the west, and four neighbouring properties to the east, being 462 Wainui Road, 15, 29 and 37 Upper Ōrewa Road. The land is currently used for pastoral and rural-residential purposes.

The topography of Area B generally falls from the south-east to the north-west, descending from approximately 45 m above sea level to 15 m above sea level. The land is steeper closer to Wainui Road, where it falls by approximately 25 m over around 200 m to the north, before flattening towards the Ōrewa Awa corridor. Several natural tributaries and heavily modified channels flow northwards through the area and connect with Ōrewa Awa, including several that pass beneath Wainui Road via culverts from Area A.



**Figure 2 - Slope Analysis**

### 3.1.1.3 Area C

Area C comprises approximately 18 ha and is bisected by Waterloo Creek, which divides the area into two distinct parts.

The north-western part of Area C is bounded by Wainui Road to the west, Lysnar Road to the south, Waterloo Creek to the east, and the neighbouring properties at 419 and 427 Wainui Road to the north. The landform within this part of the site falls from Wainui Road towards Waterloo Creek, descending from approximately 35 m above sea level to 5 m above sea level. The slope is relatively steep adjacent to Wainui Road, becomes more moderate across the central portion of the site, and then falls more sharply towards the western channel of the creek. Most of this land is currently

used for pastoral purposes, with a site office located near Waterloo Creek and fronting Lysnar Road. Existing vegetation includes two areas of native bush along the southern and eastern boundaries of this part of Area C, together with native riparian vegetation along Waterloo Creek. A stream runs through the southern area of exotic vegetation near Lysnar Road, following the natural terrain and discharging into Waterloo Creek.

The south-eastern part of Area C is bounded by Waterloo Creek to the west, Endsley Rise to the south, Sidwell Road to the east, and the neighbouring property at 36 Sidwell Road to the north. This part of the site is currently used for pastoral purposes. The high point is located near the centre of the area at approximately 38 m above sea level, with the landform falling to both the west and east towards Waterloo Creek and Sidwell Road respectively. In general, the terrain becomes steeper towards the creek corridor and flatter towards Sidwell Road.

### 3.1.2 Land North of the Ōrewa Awa

This area comprises approximately 130 ha and is currently used for pastoral purposes. The overall topography of this area generally slopes from the north-west, at approximately 95 m above sea level, to the south-east, at approximately 10 m above sea level, towards Ōrewa Awa. The landform also falls from both the western and eastern sides towards the centre of the site, forming a natural gully that extends in a north-west to south-east direction and connects with Ōrewa Awa.

The area surrounding the gully head, extending from the northernmost part of the site adjacent to Upper Ōrewa Road through to the central part of the site, is covered in dense native vegetation. This area is identified in the AUP as a Significant Ecological Area (SEA). The vegetated corridor narrows progressively from north to south and terminates within the central part of the site. Existing vegetation across the remainder of this area comprises self-established native vegetation associated with natural watercourses and landform patterns, together with a limited number of exotic specimen trees associated with pastoral use.



## 3.2 Existing Zoning

Milldale Stages 14 - 17 development area is currently zoned “Future Urban” (FUZ) under the AUP and is within the Rural Urban Boundary. The land within the ecological restoration area (Te Korowai o Maraeariki) to the north of the Ōrewa Awa is located within the Rural Production Zone and is outside of the Rural Urban Boundary.

The neighbouring Milldale development currently features a range of zoning including Mixed Housing Urban and Suburban, Single House Zone, Terraced Housing and Apartment Buildings, a Local Centre, Neighbourhood Centres and Open Space zones.

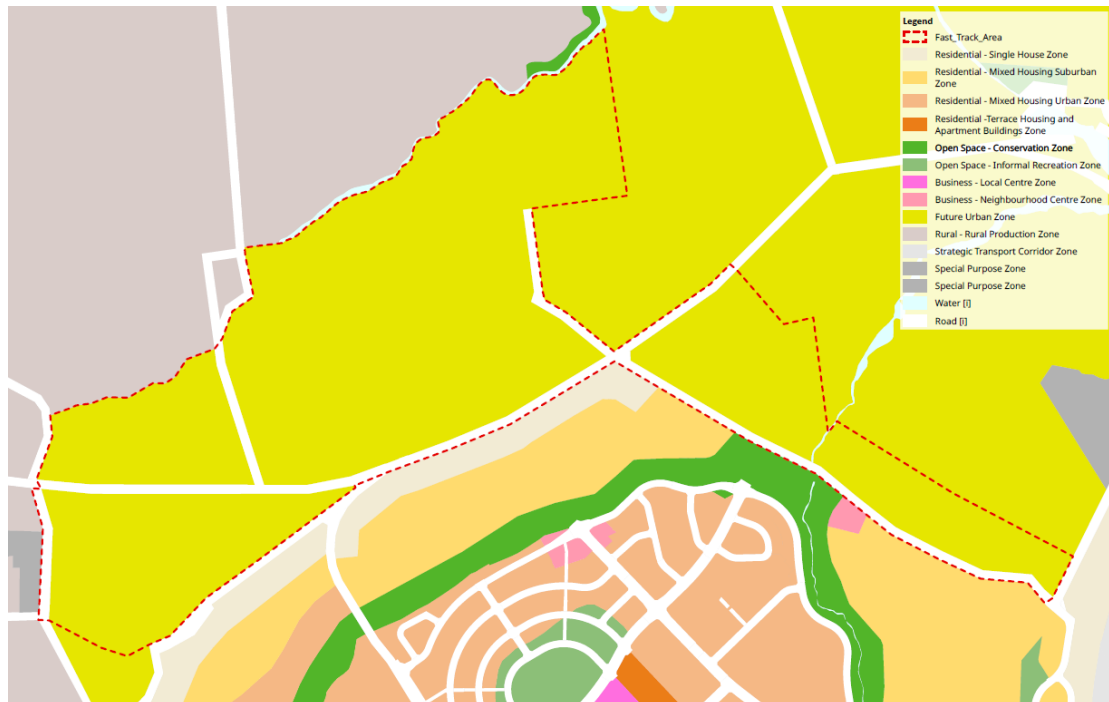


Figure 3 - AUP Zoning

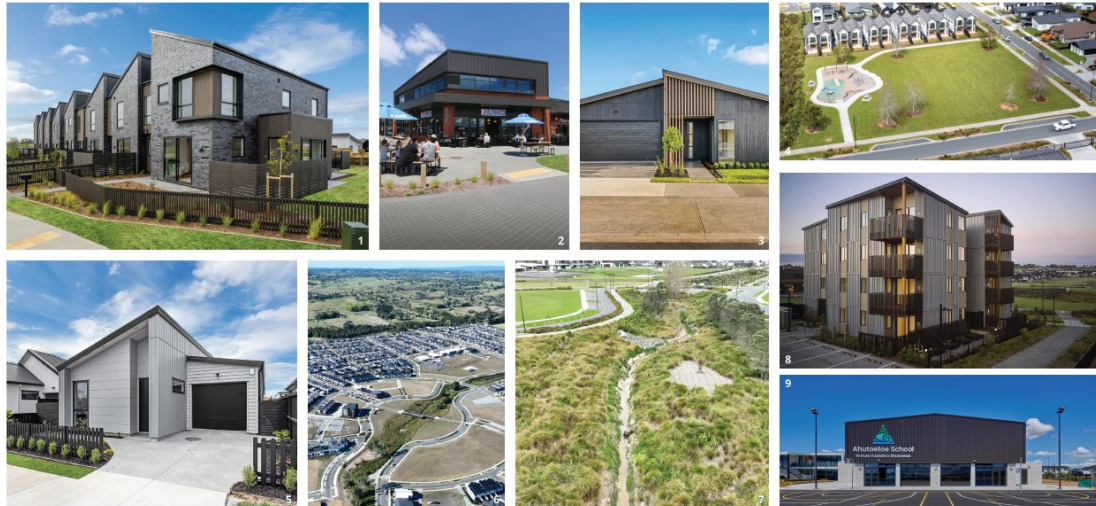
## 3.3 Neighbouring Site Environment

### 3.3.1 Milldale

Milldale is a master planned community designed to provide up to 4,500 dwellings and commercial land for a local centre, public parks, riparian reserves, cycleways and walkways, and education facilities. Milldale has been progressively developed in stages by FHLD over the past 10 years and currently provides for a wide range of housing options (refer to Figure 4).

The development will ultimately include a local centre which is intended to service Milldale itself, Wainui and the wider future urban area.

In addition to providing access to a range of essential goods and services, the planned local centre adjoins Hillside Park which will function as a focal point of recreation for the area. The centre is primarily connected via an east-west road connection, a north-south greenway and Argent Lane to the east which serves as a district arterial route.



**Figure 4 - Examples of existing development across Milldale**

### 3.3.2 Existing Amenities

A range of community and service uses are in proximity to Milldale Stages 14-17, including early childhood education centres, Ahutoetoe School and Wainui Schools, as well as a wider range of schools serving different age groups in Ōrewa, Millwater and Silverdale.

In terms of retail and hospitality amenities, the closest facilities are currently located within the Waterloo neighbourhood centre in the southern part of Milldale, this includes several convenience retail, F&B premises and small-scale offices. The nearest location for day-to-day grocery shopping is currently Pak’nSave Silverdale, which is approximately 6 km, or around an 8-minute drive, from the site. However, the Milldale Local Centre – which is located between 700-1500m away from various parts of the Site is eventually intended to provide access to a wider range of facilities. Subdivision of the local centre has recently been completed, and major retailers and commercial property developers have already purchased land. Resource consent for the first stage of commercial development was lodged in late 2025.

In relation to public open space and recreational opportunities, Milldale and Millwater (completed by FHLD and a JV partner) contain several neighbourhood parks and sports fields. Te Ara Tahuna / Ōrewa Estuary Path is also located within approximately 10 minutes’ cycling distance of the centre of the Site.

### 3.3.3 Transport

Access to and through the site is currently limited, reflecting its rural land use and undeveloped character. Wainui Road bisects Milldale Stages 14-17 and currently provides the main connection between the area and State Highway 1. Argent Lane once completed (currently programmed to occur by the end of 2027 with the final portions at each end under construction) will be the main arterial route in the area providing a connection to State Highway 1.

To the south, the existing stages of Milldale development have established an interconnected movement network based on a loose grid of north–south and east–west collector roads, with Argent Lane providing an important connection to Silverdale and FUZ land further south.

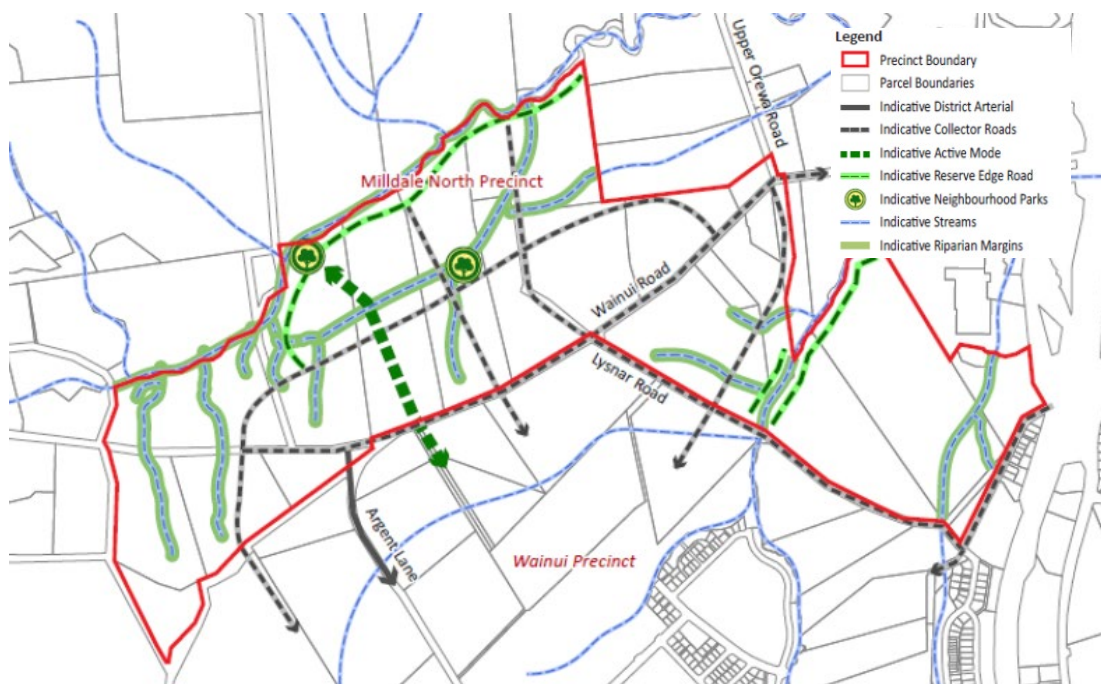
At a wider scale, State Highway 1 is a key north–south movement corridor but also forms a physical barrier to the east. Connections across the motorway are provided by Wainui and Kowhai Roads

as well as an active mode facility under the motorway via Puruatanga Road, linking the area with Silverdale and Ōrewa. Further to the south, FHLD have also delivered the Highgate Bridge linking John Fair Drive to Highgate Parkway, providing an alternative route through to Millwater and Silverdale. The Silverdale interchange, approximately 2 km to the south, provides access to Silverdale's commercial centre, the Hibiscus Coast Bus Station, and the wider state highway network. Bus travel times from Hibiscus Coast Bus Station to Albany Metropolitan Centre are approximately 20 minutes.

Public transport in the immediate area is currently limited to Route 989 which extends through to the Milldale Town Centre from the Hibiscus Coast Park n Ride station, although future bus routes (and / or extensions) are anticipated as Milldale develops further. Walking and cycling connections have also been, or are planned to be, incorporated into Milldale, including along collector roads, riparian corridors, and future connections to the south and east, such as via Highgate Bridge. Supporting infrastructure for this wider network expansion is being incorporated through consented Fast Track development within Stages 10-13 of Milldale which is currently under construction.

### 3.4 Milldale North Private Plan Change

Separately to this Fast Track process, FHLD has lodged a Private Plan Change (PPC) request for the Milldale Stages 14-17 area and surrounding land. This request is still being reviewed by Auckland Council. The residential development component of this application would fall entirely within the PPC area. The PPC proposes to rezone most of the area to MHU with an area of Single House Zone in the western portion of the site. Key structuring elements that were intended to inform future development were identified in Precinct Plan 1 (reproduced below in Figure 5).



**Figure 5 - Milldale North PPC Proposed Precinct Plan 1 (source: B&A)**

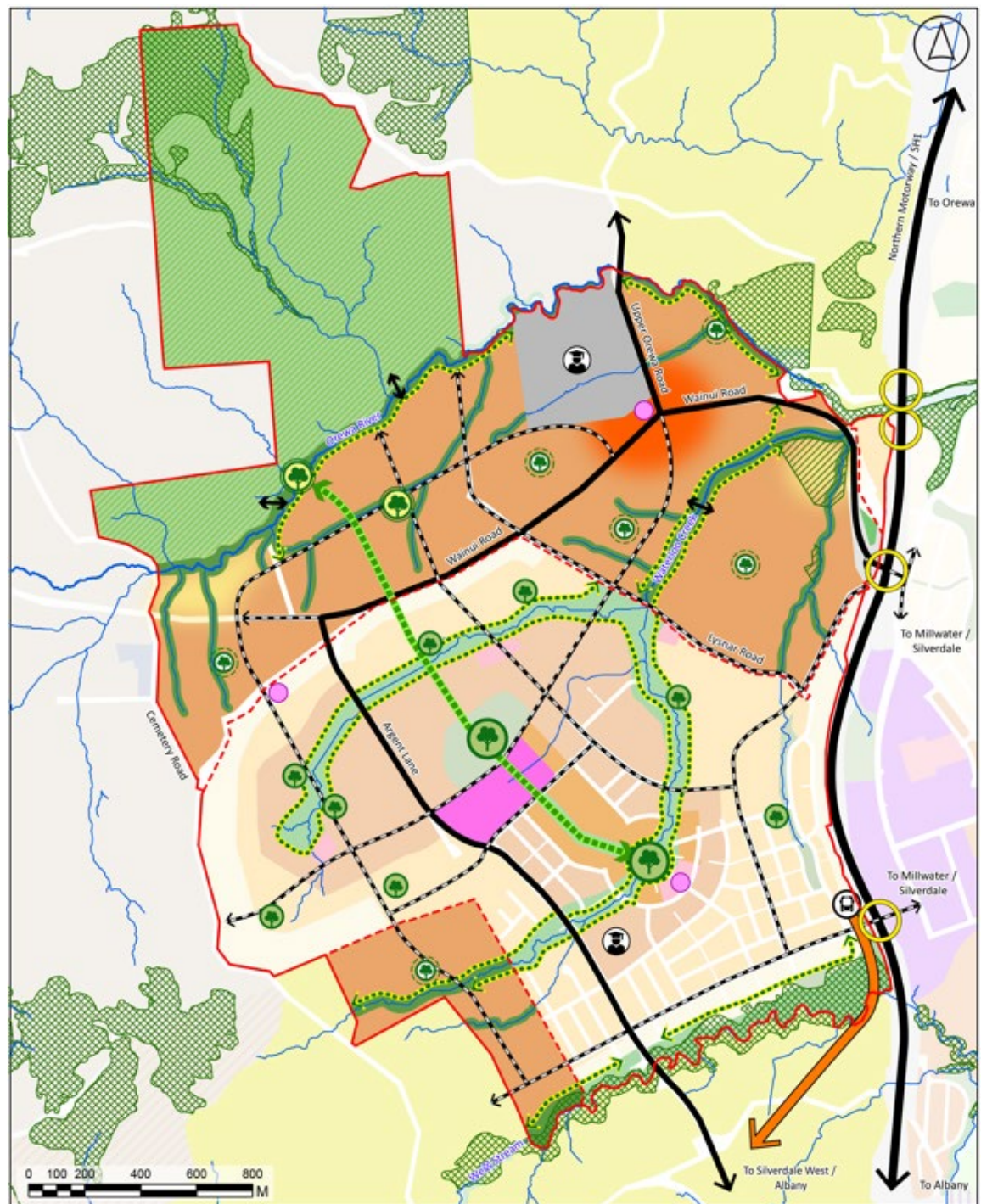
These provisions were developed following consultation with a wide range of stakeholders, including Auckland Council and the Ministry of Education (MoE), as well as a Structure Planning



process for the wider FUZ land south of the Ōrewa Awa as well as live zoned parts of Milldale (as shown overleaf in Figure 6).

The Structure Planning process undertaken helps to demonstrate how development in Milldale Stages 14-17 strategically links with existing development in Milldale and the wider urban area. This includes demonstrating key transport links, open space networks, supporting amenities and infrastructure requirements.

Although not adopted by Auckland Council, this substantive application has been heavily informed and influenced by the Structure Planning and PPC processes which FHLD have undertaken to date. These documents provide an overall strategic direction for development of the Site, subject to detailed technical investigations.



## Wainui Structure Plan 2023



Figure 6 - Proposed Wainui Structure Plan (source: B&A)

## 4.0 Planning Context

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This report is not a planning assessment and is not intended as such. However, an understanding of the AUP provisions, and the wider strategic direction that applies to the site, are relevant to this urban design assessment to:

- Contextualise the built form and design outcomes that the AUP and higher order strategic policy framework anticipates for the site and wider area; and
- Focus the assessment on matters for which consent is required under the AUP and provide relevant urban design input to inform the planning assessment.

### 4.1 National Policy Statement on Urban Development

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The National Policy Statement on Urban Development (**NPS-UD**) came into effect in August 2020 and requires councils to amend their plans to provide adequately for housing. Areas over which local authorities have jurisdiction are classed as Tier 1, 2 or 3 urban environments. Auckland is classed as a Tier 1 urban environment.

Some of the objectives associated with the NPS-UD that are of relevance to this urban design assessment include:

- Objective 1: New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.
- Objective 3: Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:
  - (a) the area is in or near a centre zone or other area with many employment opportunities;
  - (b) the area is well-serviced by existing or planned public transport;
  - (c) there is high demand for housing or for business land in the area, relative to other areas within the urban environment.
- Objective 4: New Zealand's urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations.
- Objective 8: New Zealand's urban environments: support reductions in greenhouse gas emissions; and are resilient to the current and future effects of climate change.

### 4.2 Regional Policy Statement

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Chapter B2 of the AUP sets out the Regional Policy Statement (**RPS**) as it relates to urban growth and form. It establishes a strategic goal for a "quality compact urban form" in Auckland. Implicit within this goal is the need to support residential and commercial intensification.

The policies in the RPS, particularly those policies contained in Section B2.3, include the following issues relevant to this assessment:



- Enabling higher levels of intensification and growth along public transport corridors and near open space;
- Subdivision and development responds to the physical characteristics and intrinsic qualities of the site;
- Ensuring that infrastructure is in place or can be provided to support new development; and
- Promotes the efficient use of land and enables a range of built forms to support choice for a diverse and growing population.

## 4.3 Auckland Unitary Plan

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### 4.3.1 Zoning

#### 4.3.1.4 Future Urban Zone

The FUZ is applied to land that has been identified as suitable for some level of urbanisation in the future. It effectively functions as a “holding zone” in advance of any rezoning or urban development of the land that seeks to avoid fragmentation of land through rural residential development that could undermine future urbanisation processes. As this application seeks to enable urbanisation of the land, the FUZ does not provide any particularly useful policy direction about understanding or assessing any urban design effects of the proposal.

#### 4.3.1.5 Relevant Residential Zones

The MHS and MHU zones are the most widespread residential zones across Auckland. These zones enable development generally to be two-to-three storey detached and attached housing in a variety of types and sizes. Based on a consideration of the site characteristics and the nature of the MHS and MHU zones, it is proposed to utilise these provisions as a basis for informing an urban design assessment of the application.

Key urban design outcomes associated with MHS and MU zones includes:

- Development is in keeping with a planned suburban built character of predominantly two storey buildings, in a variety of forms;
- Development provides quality on-site residential amenity for residents and adjoining sites and the street; and
- Development support attractive and safe streets through appropriate landscaping, provision of passive surveillance and the minimisation of garage doors.

### 4.3.2 Subdivision

The proposal provides for the staged subdivision of the application site. As such, Subdivision – Urban Chapter (‘E38’) within the AUP is applicable to this assessment. Key urban design outcomes associated with E38 include:

- Subdivision provides for the long-term needs of the community and minimizes adverse effects of future development on the environment;
- Subdivision has a layout which is safe, efficient, convenient and accessible; and
- Subdivision maintains or enhances the natural features and landscapes that contribute to the character and amenity values of the area.

## 4.4 Reasons for Consent

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The proposal requires resource consent for a number of regional and district level activities under the AUP. Overall, as the application is for a residential development on land zoned FUZ, resource consent as a **non-complying activity** is required.

Whilst its status as a non-complying activity means assessment of the application is not restricted to any particular matters, relevant provisions as identified in Section 4.3 above have been used to help inform this urban design assessment.

For the purposes of this assessment the key reasons for consent in relation to urban design are summarised below.

## 5.0 Design Response

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### 5.1 Site Opportunities and Constraints

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Based on a high-level site analysis in the context of the policy direction mentioned in Section 4 above as it relates to matters of urban design, the high-level urban design opportunities and constraints that the Site presents to development are:

- Development should utilise and respond to established street, active-mode, open-space and centre networks within Milldale.
- The Ōrewa Awa and Waterloo Creek (along with several unnamed tributaries) form significant landscape features which have the potential to serve a range of open space, stormwater, amenity and ecological functions. They also act as fixed constraints on where and how some development can be located across the Site.
- Variable topography, including folded land, steep slopes and gullies, particularly around the periphery of the Site may require significant earthworks, batters, retaining and careful management of lot orientation and level changes to ensure appropriate development outcomes.
- Wainui Road bisects the development and creates a potential barrier to safe and convenient walking, cycling and movement between the northern and southern parts of Milldale.
- Flat land and a northern orientation towards the Ōrewa Awa provide opportunities for more easily constructed intensive housing typologies;
- The Ministry of Education is planning on developing a school campus adjoining the eastern side of the site. This would be an important amenity and access to it should be integrated with the wider development.

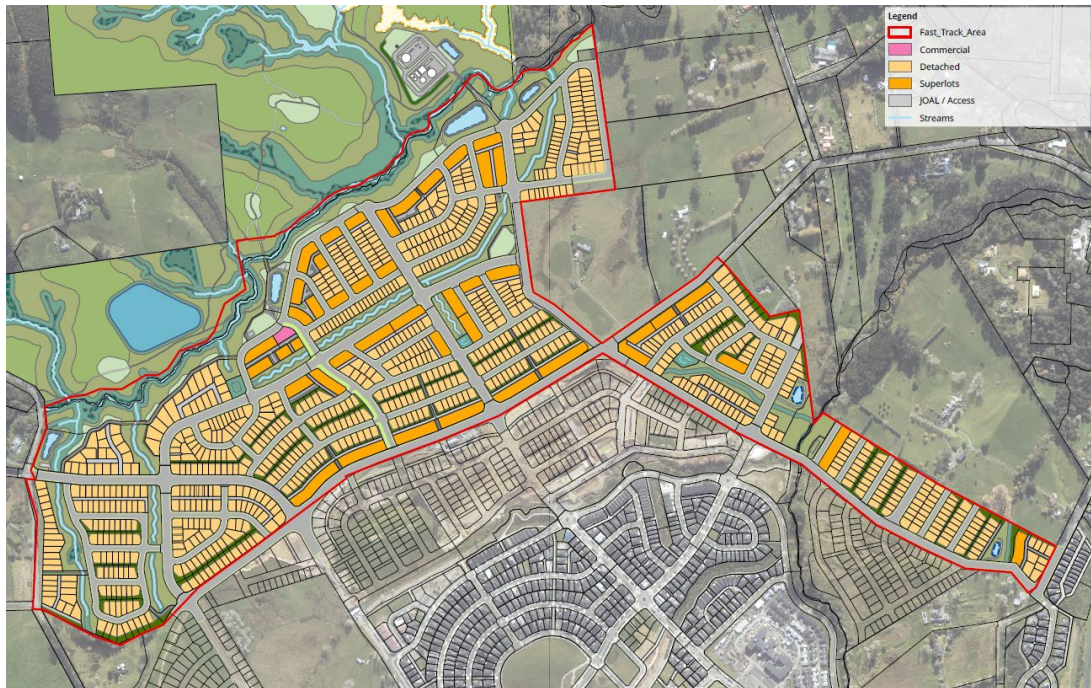
### 5.2 Key Design Details

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The proposal establishes a comprehensive Masterplan for the urban development of approximately 102 ha of Future Urban Zone land south of the Ōrewa Awa, together with ecological restoration across approximately 130 ha north of the Awa.

It provides for up to approximately 1,401 dwellings. This comprises up to 935 detached dwellings on regular lots generally ranging from 250 m<sup>2</sup> to 450 m<sup>2</sup> and larger lots of up to approximately

1,723 m<sup>2</sup>, together with up to 475 dwellings across 44 medium-density superlots. A neighbourhood centre of up to 1,000 m<sup>2</sup> gross floor area, and two neighbourhood parks are also proposed.



**Figure 7 - Proposed Masterplan**

The movement and open-space structure is organised around the Ōrewa Awa, Waterloo Creek, tributaries and the existing and consented road network within Milldale. A central active-mode corridor, separated cycle facilities, pedestrian accessways and riparian paths link the neighbourhood centre, parks, future school campus and destinations within Milldale. The proposal also provides for esplanade and riparian margins, stormwater areas and extensive revegetation, including Te Korowai o Maraeariki north of the Awa.

No specific dwelling or commercial building designs are proposed at this stage. Instead, approval is being sought for a site-wide development framework and building envelopes, with future detailed designs managed through the Milldale Stages 14-17 Design Guidelines. The Guidelines contain mandatory Core Controls for matters such as height, coverage, setbacks, outdoor living space, vehicle access and the relationship of buildings to streets and public spaces, together with qualitative outcomes addressing articulation, materials, garages, landscaping, fencing, servicing, privacy and CPTED.

### 5.3 Response to Consultation

The submitted scheme has been influenced and amended in response to comments received from several parties, including Auckland Council. Of note to this urban design assessment, the following changes in response to matters raised by Auckland Council specialists are set out in the table overleaf.



| Auckland Council Comment / Clarification                                                                                                                                 | Design Response / Comments                                                                                                                                                               |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A clear density or zoning diagram showing detached housing areas, medium-density superlots, and commercial locations.                                                    | These are provided within Appendix 1 of this UDA.                                                                                                                                        |
| Confirmation of typical and maximum block lengths across the development.                                                                                                | Most blocks across the development are under 180m in length. The longest block is 260m in length and a total of 4 blocks exceed 200m in length. Several blocks are under 120m in length. |
| Details of mid-block pedestrian links, including alignment, width, design, and CPTED measures, supported by illustrative drawings and cross-sections.                    | Cross-sections are included within the Engineering Drawings and interfaces are managed by proposed controls within the Design guidelines.                                                |
| Confirmation of typical lot dimensions, lot areas, and intended housing typologies, including the rationale for their distribution.                                      | These are provided in Appendix 1 and discussed in more detail in Section 6.5.                                                                                                            |
| A lot layout testing study demonstrating how proposed controls will function across different lot types, including outdoor living space and vehicle access arrangements. | Lot testing of the smallest typical lot proposed (10m wide by 25m deep) is included within Section 6.5. Refer also to Figures 22 and 23.                                                 |
| Additional cross sections illustrating how topography and retaining are being managed across the site.                                                                   | These are provided within Appendix 2 of this UDA.                                                                                                                                        |
| Confirmation of the extent and height of retaining walls, particularly along Wainui Road.                                                                                | No retaining walls are now proposed to front Wainui Road. Earthworks and lot dimensions have been redesigned to remove the need for these.                                               |
| Walkable catchment analysis (5-minute and 10-minute) for key destinations such as parks, the school, and commercial areas.                                               | These are provided within Appendix 1 of this UDA and discussed in Section 6.4.                                                                                                           |
| Clarification of the use and appropriateness of JOAL-only access arrangements, including confirmation of whether a 7 m width is sufficient.                              | This is discussed in Section 6.5.4 and demonstrated through Figure 24.                                                                                                                   |
| Clarification of circumstances where direct street access is proposed instead of JOAL access, and how vehicle crossings will be managed.                                 | Vehicle access restrictions relating to superlots which front specific roads are set out in the Design Guidelines.                                                                       |
| Clarification of the size and location of regular and large lots.                                                                                                        | Lot sizes are shown within the plans included in Appendix 1.                                                                                                                             |
| Confirmation of how commercial sites have been selected and whether they will be formally identified through the proposal.                                               | This has been narrowed through the design process and the proposal has now been amended to include a single commercial lot.                                                              |

## 6.0 Site-wide Design Assessment

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### 6.1 Assessment Framework

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In consideration of the above, this section assesses the proposal against the framework established by the MHS and MHU zones and 'E38 Subdivision – Urban' relevant to urban design matters. This is considered to provide an appropriate basis for the assessment of this fast-track consent application.

For ease of reference, I have consolidated my assessment into broad thematic sections covering:

- Strategic urban form;
- Response to Landform;
- Street network and block structure;
- Residential Uses; and
- Neighbourhood Centre / Non-residential Activities;

### 6.2 Strategic Urban Form

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#### 6.2.1 Comprehensive urbanisation of Future Urban Zone land

The FUZ seeks, among other matters, to avoid subdivision and land use that fragments land and makes future urbanisation more difficult. In my opinion, this proposal does the opposite. It establishes the roads, blocks, open spaces, development lots, and overarching design controls for the next stages of Milldale in a coordinated and comprehensive manner. As such, the resulting pattern of subdivision created is consistent with the nature of development that the FUZ is intended to preserve.

The structure planning or plan change process set out within Appendix 1 of the AUP is expected to resolve issues around where transport corridors should sit, how watercourses should be protected and integrated, where parks and centres should be located, and where different residential densities should occur. This process has been undertaken as part of a concurrent PPC request. Nevertheless, the proposed Masterplan and supporting application material resolves these matters at a finer level of detail than a typical high-level structure plan or a plan change. This helps to demonstrate that the proposal (and resulting design outcomes) is consistent with what could be expected once the area is eventually live-zoned and will support a well-functioning urban environment.

The site is also contained by recognisable landscape and infrastructure edges. The Ōrewa Awa and associated restoration land define much of the northern boundary, while existing and proposed roads, the MoE school campus and waterways define other parts of the urban structure. These provide a clear transition between urban development and the wider rural landscape beyond the RUB.

#### 6.2.2 Integration with the existing / future Milldale community

Milldale Stages 14-17 are located immediately adjoining the northern edge of the emerging Milldale neighbourhood. The proposal represents an extension of an established masterplanned area that already contains a developing hierarchy of streets, densities, parks, and other amenities.

Argent Lane, Waiwai Drive, and other key transport connections established through the existing stages of Milldale will provide direct physical and functional relationships between Milldale and existing development to the south. Rather than an entirely new development, the current proposal has simply been designed as the next stages of the Milldale development. Milldale Stages 14-17 will therefore form part of a wider connected neighbourhood rather than operate as a self-contained development.

The proposal also reinforces the established hierarchy of centres. The Milldale Local Centre remains the higher-order focus for shopping, services and community activity. The proposed commercial lot within Stage 14 has been intentionally limited in scale to provide some local convenience / amenity functions in coordination with the neighbourhood park. The southern portion of Stage 14 as well as Stage 15 also have the benefit of a proposed neighbourhood centre within Stage 12 (and approved as part of the Milldale substantive application for Stages 10-13 and 4C). This ultimately provides for some day-to-day amenity within a proximate walking distance while ensuring demand for more expansive commercial and retail opportunities generated by future residents is directed towards the planned local centre, reinforcing its role within the wider urban area.

The proposed MoE school campus immediately east of the main development area (Area B) is a further structuring element that the Masterplan responds to. Supporting future access to the campus has been a key consideration in the development of road alignments and typologies. Although the school itself is outside FHLD's direct control, the Masterplan has been designed to appropriately reinforce the links needed for it to become a significant community destination in the future for all residents of the Milldale community.

### 6.2.3 Distribution of density

The Masterplan applies density selectively rather than uniformly (as is typically assumed with broad zoning patterns through a plan change process). Medium-density superlots are concentrated through the central part of the development (generally on flatter land), adjacent to key transport and the active mode corridors, and in locations with good access to the proposed commercial lot, school campus, parks and the wider Milldale network. Detached housing remains the predominant typology across the balance of the Site, with larger lots focused around more constrained edges and areas where topographical change needs to be managed more sensitively.

This is consistent with good urban design practice. Concentrating more residents closer to key destinations and the principle movement corridors increases the number of households that can realistically walk or cycle for local trips and provides a stronger potential catchment for future public transport. It also makes efficient use of land in the parts of the Site that are best connected and most capable of accommodating more intensive built form. Conversely, locating larger lots around the outer edges and more topographically constrained land across the Site provides greater flexibility for building placement and landscaping and helps to establish a more sympathetic interface with rural land and riparian margins.

## 6.3 Response to Landform

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### 6.3.1 Urban structure

The open space and watercourse network is a primary organising element of the masterplan. The Ōrewa Awa defines the northern edge of the main development area; Waterloo Creek structures



the eastern part of the Site; and a series of tributaries and stormwater features extend through the neighbourhood. Roads, blocks, parks and active mode routes have been arranged in response to those features.

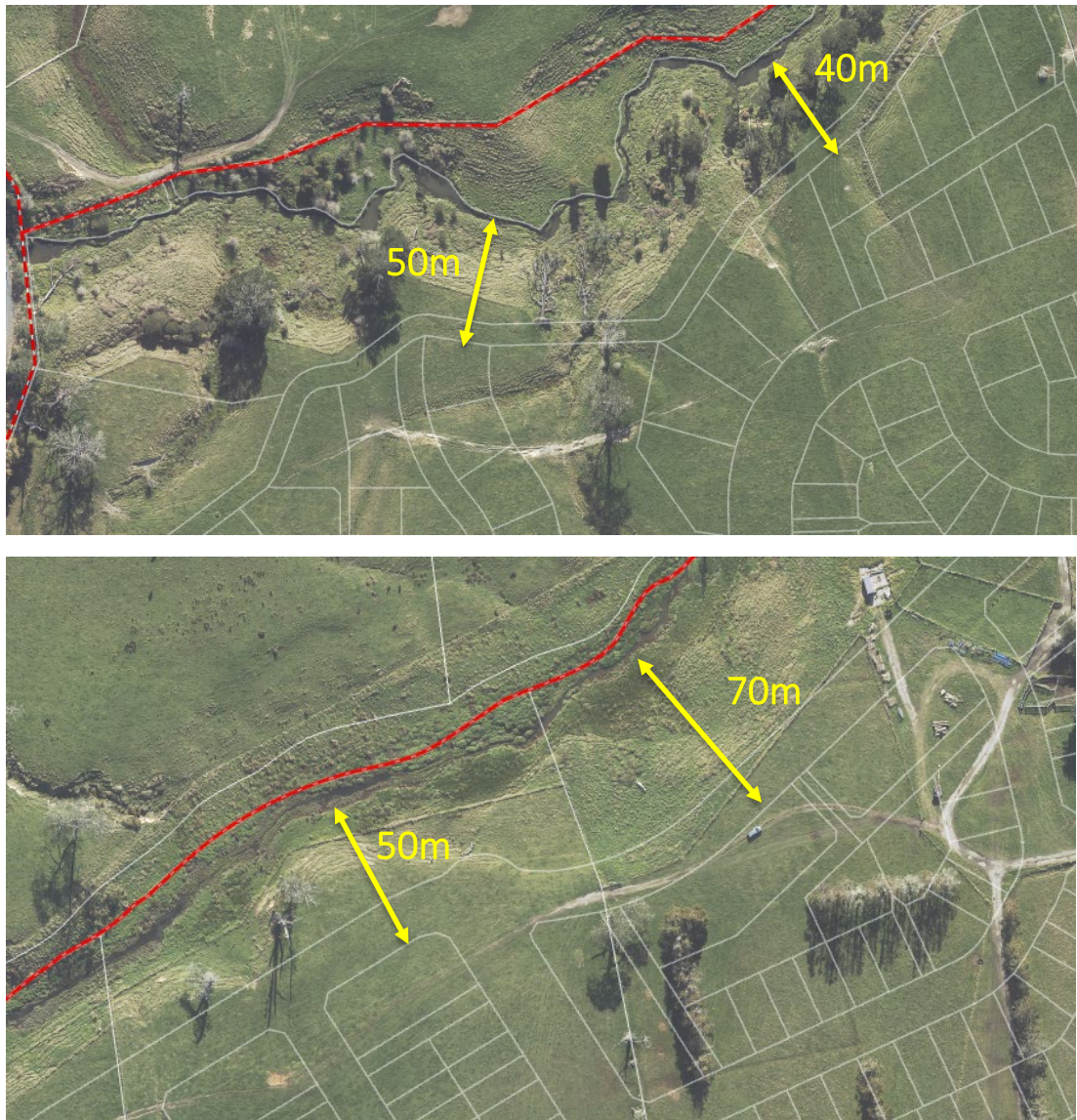
The landscape framework performs several functions at the same time. It protects and enhances ecological corridors, accommodates stormwater, provides visual relief and outlook, creates recreation routes and will assist neighbourhood legibility and identity.

The masterplan generally places roads or public routes along significant open space edges. This is a positive approach because it makes those spaces publicly visible and accessible, provides opportunities for passive surveillance and reduces the length of private rear fences adjoining reserves.

### 6.3.2 Ōrewa Awa and Te Korowai o Maraeariki

The Ōrewa Awa is the most significant landscape feature within the Site and forms part of the current RUB for this part of Auckland. Its width engages the 20m esplanade reserve requirements of the RMA. Development is generally proposed to be set back well more than the minimum 20m esplanade reserve requirements, with individual lots (and therefore future buildings) generally set back at least 40m from the Ōrewa Awa, extending to almost 100m in places (see **Figure 8** for examples). The intervening area is proposed to feature extensive riparian revegetation, open spaces (including neighbourhood parks), stormwater management areas and the stream edge roads. This arrangement will give the Awa a strong public presence within the neighbourhood to ensure it acts as a defining and memorable landscape feature.

Development adjoining the Awa includes both detached and medium-density housing. Medium-density development can contribute to a greater level of passive surveillance and places more residents closer to the open space network, helping to off-set for lower levels of outdoor open space typically provided for in medium-density typologies.



**Figure 8 - Approximate building setbacks from the Awa**

The application also includes the wider Te Korowai o Maraeariki ecological restoration area north of the Awa. Extensive native revegetation is intended to improve habitat, water quality and provide for carbon sequestration and recreational opportunities. In urban design terms, this land will provide a strong green / high amenity outlook for future residents across the Site (owing to the fall of the land) and a definitive northern edge to Auckland's urban area. Future public access and recreation within the restoration area would also be a significant additional recreational benefit of the proposal (over and above typical open space provision requirements).

### 6.3.3 Waterloo Creek

Waterloo Creek is also a significant landscape feature of the area and extends from existing stages of Milldale through the eastern part of the Site. The Masterplan maintains the creek within an open space corridor and uses adjoining roads and paths to provide visibility and access. Tributaries and smaller drainage features are similarly incorporated into the block and street pattern to help provide onward ecological and physical connections with the creek corridor.

### 6.3.4 Topography

The wider Masterplan and street network has been designed to respond to the topography of the site and minimise the need for retaining. The Site contains substantial level changes in places. The land between Wainui Road and the Ōrewa Awa falls towards the river and is crossed by tributaries; the western area near Cemetery Road contains folded land and modified drainage; and the eastern land falls towards Waterloo Creek and Sidwell Road. Some earthworks and retaining are therefore inevitable if accessible streets and practical building platforms are to be created.

The Masterplan responds to this by using waterways and steeper gullies as open space, aligning stream-edge roads with those corridors, varying block orientation and introducing larger lots where additional flexibility is needed. This is a more responsive approach than imposing standard lots and relying on high retaining walls to absorb all level differences.

The larger lots in the western and outer parts of the development also perform an urban design function. Their additional area allows future buildings, driveways, batters and planting to be arranged around slope, and reduces the need to maximise coverage on constrained land. Irregular corner and edge lots similarly absorb changes in road geometry and landscape boundaries without distorting the regular internal lot pattern adopted across much of the Masterplan.

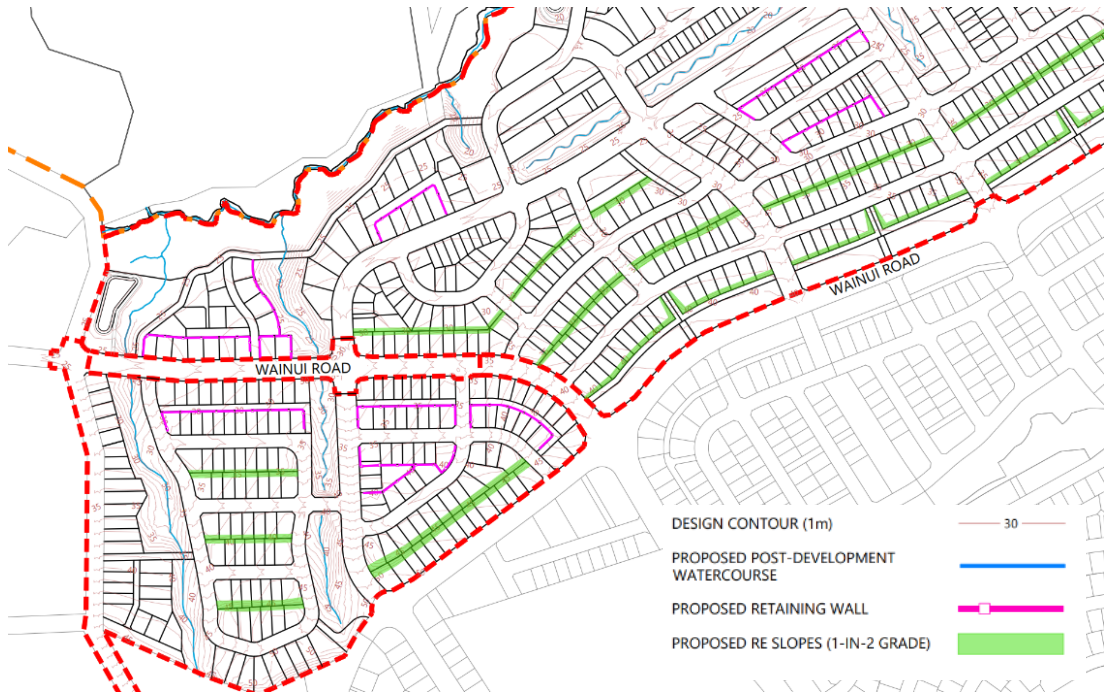
Consistent with other parts of Milldale, the Masterplan also relies extensively on vegetated RE slopes to manage falls in elevation between adjoining lots. An established example of how these appear within the existing Milldale development is shown in Figure 9 below.



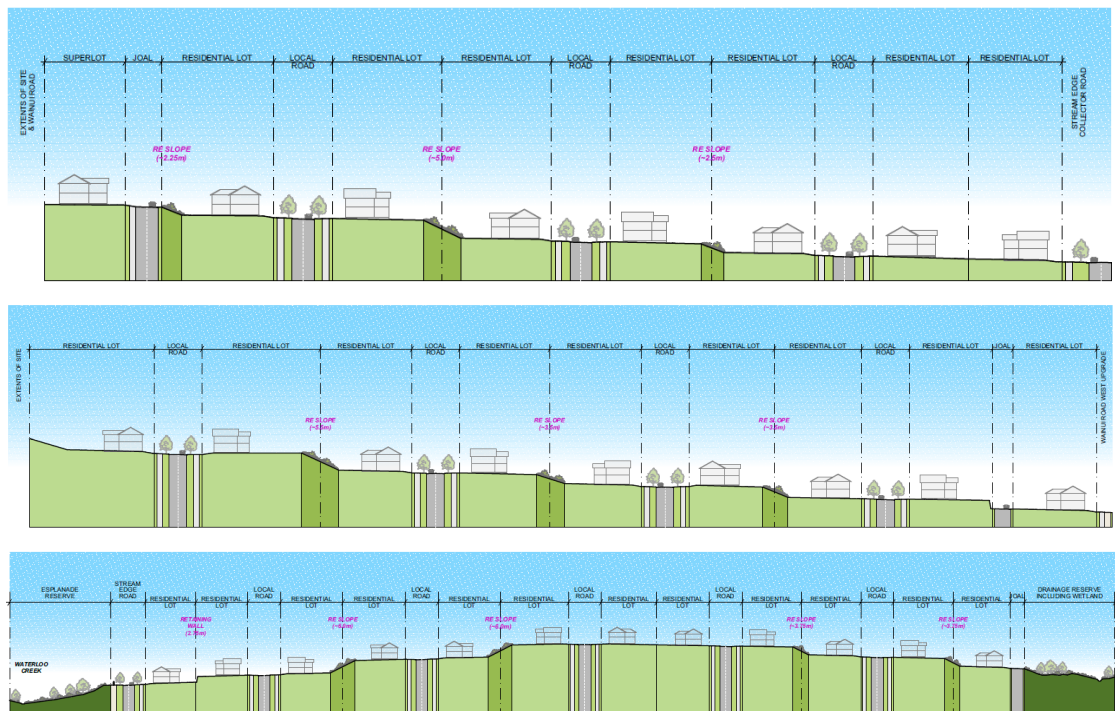
**Figure 9 - Existing RE Slope in Milldale (as viewed from Maurice Kelly Road)**

Where structural retaining walls are proposed, this area generally located along the southern side of JOALs or in between lots – rather than any road frontage. An example of this approach is demonstrated in Figure 10 and Figure 11 overleaf.





**Figure 10 - Design Contour Plan - Sheet 3 (source: Woods)**



**Figure 11 - Cross-sections demonstrating how the masterplan responds to topography – refer also to Appendix 2 for full cross-sections (source: Woods)**

Achieving the outcomes identified above has necessitated the adoption of a predominantly east-west roading configuration as one moves down the slopes on site. This does result in some lots having a predominately southern orientation, although this is generally limited to larger lots with detached dwellings so is not expected to raise any problematic shading concerns for those lots. It



also has the added benefit of maximizing the number of lots with an elevated, northern orientation towards Te Korowai o Maraeariki resulting in high levels of on-site amenity across the development. An alternative configuration with more roads running north-south down slopes was investigated in the development of the Masterplan but discounted due to the extent of earthworks (and potential retaining) required along with resulting road gradients.

## 6.4 Street Network & Block Structure

### 6.4.1 Overall Structure

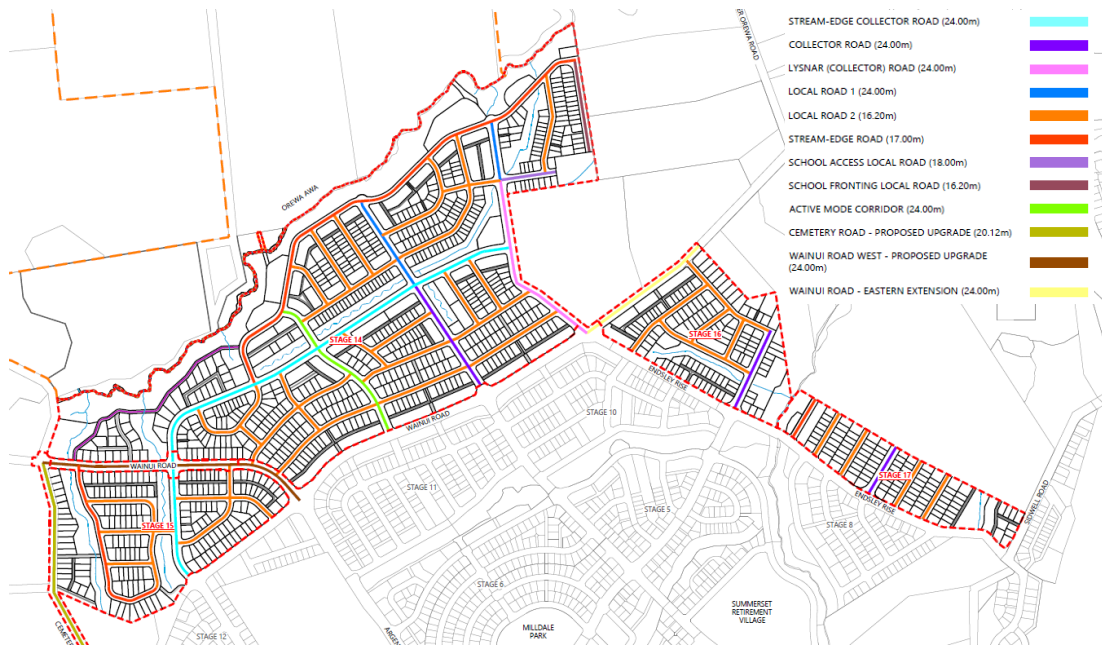
The proposed street network is based on a connected, modified grid that responds to the location of existing roads established or under construction across Milldale as well as the constraints imposed by Wainui Road, the Ōrewa Awa, and Waterloo Creek (and their associated tributaries). It is not a rigid orthogonal grid - curves and changes in alignment are used where needed to follow landform, define open space edges and create connections between existing roads. Notwithstanding this adaptation, the network retains the main benefits of a traditional grid structure - greater route choice, relatively direct movement, frequent connections and blocks that can support buildings with clear public fronts and private backs.

The main development area north of Wainui Road contains a series of generally elongated blocks aligned between the Awa edge and central riparian corridor. This switches to 90 degrees to elongated blocks running east to west to address the differing underlying topography. The western area adjoining Cemetery Road is arranged around connected local streets and watercourses, while the eastern areas connect to Endsley Rise, Lysnar Road and Sidwell Road is predicated on future extension of the streets to the adjoining FUZ land to the north. The pattern creates a temporary situation of what is effectively several cul-de-sacs extending from Endsley Rise but helps to future proof a connected urban environment when development of this area progresses.

All blocks proposed are generally capable of accommodating conventional development fronting a public street. Only 11 (0.7%) rear sites / pan-handle type lots are proposed. Whilst it is generally desirable to avoid any rear sites, the relatively small number proposed across the development is considered acceptable. Most blocks themselves are under 180m in length, with a number closer to 100m. This is considered relatively short for a block length and helps to promote high levels of connectivity across the development. Longer blocks of just over 200m in length (particularly those fronting Wainui Road) are broken down with centrally located pedestrian accessways. Overall, the pattern of development proposed by the Masterplan aligns with good urban design practice and is consistent with the already consented development across Milldale.

### 6.4.2 Street Hierarchy and Function

The Masterplan establishes a clear hierarchy of collector, local, and stream-edge roads which serve a range of different transport and place-making functions (refer to **Figure 12**). Additional typologies are also proposed to respond to the future school campus and provide for the active mode connection through the central portion of the Site. The hierarchy is expressed not only through carriageway width but also through the allocation of space to walking, cycling, landscaping, and parking and are further reinforced through the positioning of JOALs / development blocks relative to specific streets. This is important because it will serve to reduce potential vehicle conflicts on key walking, cycling and public transport corridors throughout the Masterplan to help ensure that these movements can be prioritised.



**Figure 12 - Street Typologies Plan (source: Woods)**

The 24 m stream-edge collector which passes east-west through the centre of the main development area includes a 7 m carriageway, a 3 m bi-directional cycle lane, and footpaths adjacent to a riparian corridor. Variants provide opportunities for some intermittent parking or future bus stops. This is intended to function as the key public transport corridor in the future and will provide proximate access to bus services for most of the Masterplan area along a direct and efficient corridor. Stream / park edge roads are also proposed across the development. The proposed cross-sections for these also seek to incorporate a 3m shared path on the park side to help establish a wider active mode network across the development.

The road network has also been designed to retain flexibility for future bus routing. The application does not determine that a bus service will operate on any route, and that decision will remain with Auckland Transport. However, the collector geometry, limited vehicle access on key corridors and indicative bus-stop arrangements mean that future service planning will not be unnecessarily constrained by the subdivision. I consider this to be an appropriate approach for a greenfield area where public transport services will develop progressively as the residential catchment grows.

#### 6.4.3 Walking and Cycling Network

An active mode corridor is proposed through the centre of the development linking a proposed neighbourhood park, the primary pedestrian access to Te Korowai o Maraeariki (over which public access is proposed to be secured) and the commercial lot (3029) with key destinations already established across Milldale including the suburb park (The Knoll / Hillside Park), Milldale Local Centre, Waterloo Reserve and the Waterloo Neighbourhood Centre. The integration of Stages 14-17 with the balance of the Milldale development is demonstrated in **Figure 13**. Notably, the approach adopted around the design of active mode facilities across Stages 14-17 means that it will also help deliver significant recreational and connectivity benefits to not only the future residents of Stages 14-17 but to existing residents of Milldale (as well as future residents of stages under development). The active mode corridor proposed will link the existing Milldale community with To Korowai o Maraeariki as well as the proposed MoE campus providing safe and attractive alternative modes of travel to key destinations.



Figure 13 - Wider Milldale Active Mode Connectivity (source: Woods)

As shown in **Figure 14**, the active mode corridor provides for a 12m wide green corridor which incorporates a 4m wide shared path that is also complimented by a development pattern which limits road crossing and vehicle access points to reduce conflicts. Its distinctive cross-section will also help to make it visually legible as a principal walking and cycling route through the neighbourhood. This duplicates sections of the corridor which have previously been consented and constructed through earlier stages of Milldale (refer to Figure 15 for example).

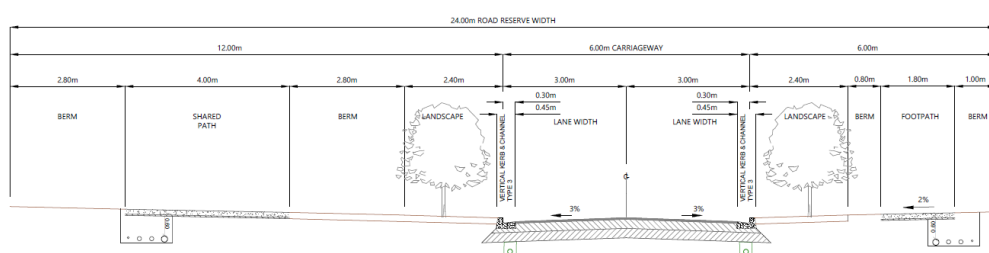


Figure 14 - Active Mode Corridor Cross-section (source: Woods)





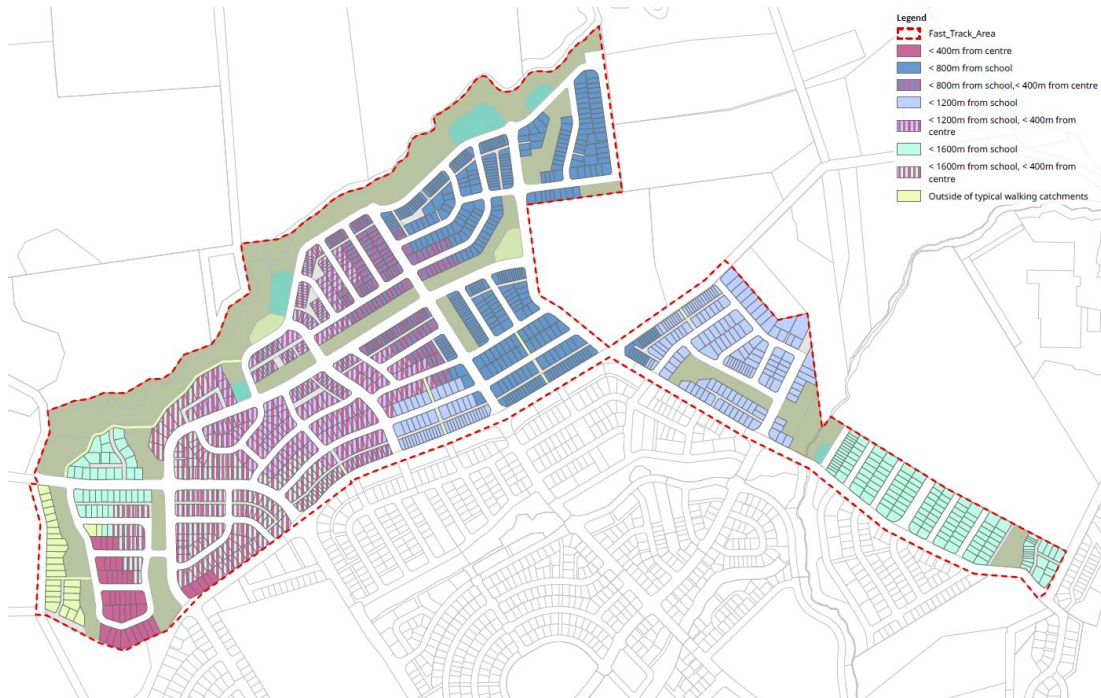
**Figure 15 - Constructed Section of the Active Mode Corridor through Milldale Stage 4C.**

The active mode corridor is supported by separated cycle facilities on collector and Local Road Type 1 corridors, and 8 m pedestrian or active mode accessways through blocks and open spaces. The typical 8 m accessway contains either a 3 m pedestrian path with 2.5 m landscaped margins or a 4 m active mode path with landscaped margins. These dimensions align with Auckland Transport requirements.

Shared paths along many of the riparian margins across the development provide a further layer of active mode connectivity and recreation. Because the Ōrewa Awa, Waterloo Creek and their tributaries extend across and beyond the Site, paths associated with those corridors help to integrate the wider landscape into a coherent and connected open space network. The combination of on-street and off-street walking and cycling routes also helps to provides greater choice in terms of both route and the type of travel (e.g. commuting vs recreational).

#### 6.4.4 Accessibility

Accessibility mapping (refer to **Figure 16** and Appendix 1) has also been undertaken to help demonstrate how the masterplan provides for access to key amenities. The mapping shows that a substantial proportion of the lots proposed are located within convenient walking distances of key destinations including the future school, commercial lot and parks. The central parts of the Site (where most medium-density typologies are proposed) contain the strongest overlap between the 400m neighbourhood-centre catchment and the 800m to 1,200m school catchments. A small number of peripheral lots fall on the RUB fall outside the identified typical centre, park and school catchments, which is not unexpected for a development of this size given the additional constraints imposed by riparian corridors passing through the site and the need to appropriately manage topographical changes.



**Figure 16 - Accessibility to Amenities**

In addition to consideration of the distance to amenities demonstrated above, these should not be read in isolation from the route quality. The active mode corridor, segregated cycle facilities and dedicated pedestrian accessways provide direct connections between lots and key destinations across the neighbourhood. In urban design terms, a slightly longer distance on a continuous, attractive and legible route (e.g. along the Awa) can be more usable than a shorter distance route for some user types. The proposal performs well in this respect and provides a high level of choice in route distance and quality.

#### 6.4.4.6 Accessibility to Open Space

**Figure 17** provides an analysis of lot proximity to the proposed neighbourhood parks as well as exiting consented parks in other stages of Milldale. The analysis indicates that the majority of lots are within approximately 400m of a proposed or existing neighbourhood park, with most of the remaining lots within 600m to 800m in line with the provision requirements of Auckland Council. Only small areas at the outer edges extend towards 1,000m. Some areas with overlapping catchments are also identified (i.e. a lot has proximate access to more than 1 park). The neighbourhood park locations have been rationalised to reduce potential overlaps to provide relatively consistent coverage across the development.

More western locations for one of the proposed neighbourhood parks has been recommended by Auckland Council during consultation based on crude radial catchment mapping. These options were investigated but were found to provide worse coverage to lots proposed – especially in relation to the medium density superlots. In addition, topographical constraints suggested by Auckland Council (relative to Auckland Council’s vesting criteria for open spaces) meant these areas were discounted due to their overall misalignment with council’s open space policy. Further, all lots open space needs are supplemented by the riparian and active mode open space network provided for across the development which provide additional opportunities for recreational / leisure use and attractive / convenient access to the wider open space network. A summary of this assessment which was also presented to the Rodney Local Board is provided in Appendix 3.

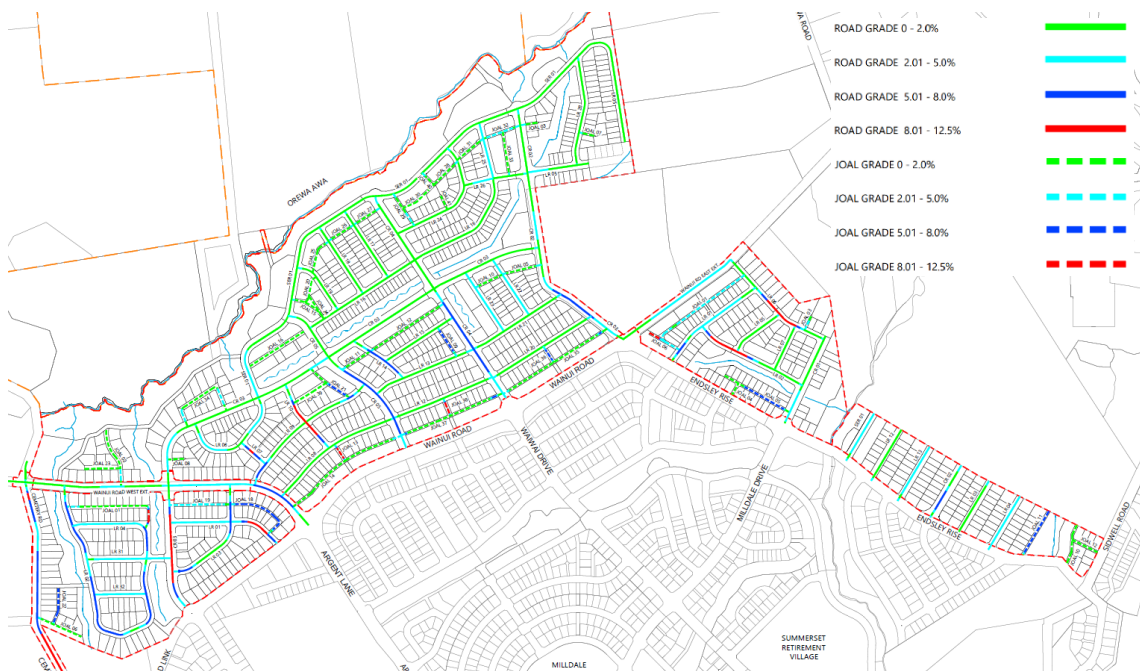




**Figure 17 - Access to Parks**

#### 6.4.4.7 Road and JOAL Gradients

Related to the overall response to topography and the need to provide for a highly accessible environment, is the resulting road and JOAL gradients proposed across the development. As demonstrated in **Figure 18**, most roads and JOALs proposed have either flat or very gentle gradients of less than 2%. The overall block layout and utilisation of east-west road alignments has limited to steeper sections of road (above 8%) to small sections of road.



**Figure 18 - Road and JOAL Gradients (source: Woods)**



## 6.5 Residential Uses

### 6.5.1 Lot Sizes and Widths

An analysis of lot sizes and lot widths has been undertaken to help understand potential impacts of development as well as demonstrate alignment with the underlying policy framework of the AUP and NPS-UD.

The approach to lot sizes (refer to **Figure 19**) shows a considered gradient lot sizes (And associated housing product) rather than a single standard product. The smallest sized lots are predominantly associated with the medium-density superlots along the central corridors and selected open space edges. Regular detached lots occupy much of the internal local-street network while lots above 450 m<sup>2</sup>, including the largest lots, are generally located around irregular corners, watercourse edges and the western and outer parts of the Site where additional area is useful to manage slope and interface conditions.



**Figure 19 - Lot Size Analysis**

The lot width pattern follows a similar logic to lot sizes (refer to **Figure 20**). Frontages below 10m are concentrated in the medium-density superlots where rear loading or closely managed garage access has been built into the proposed urban structure. Many detached lots sit within broader 10m to 16m bands, while widths above 16 m are used at the development edges and on irregular or larger sites.



**Figure 20 - Lot Width Analysis**

A similar approach has also been adopted for the medium-density superlots (refer to **Figure 21**) where varying lot widths are proposed to ensure a variety of different dwelling typologies can be accommodate to suit different sectors of the market.

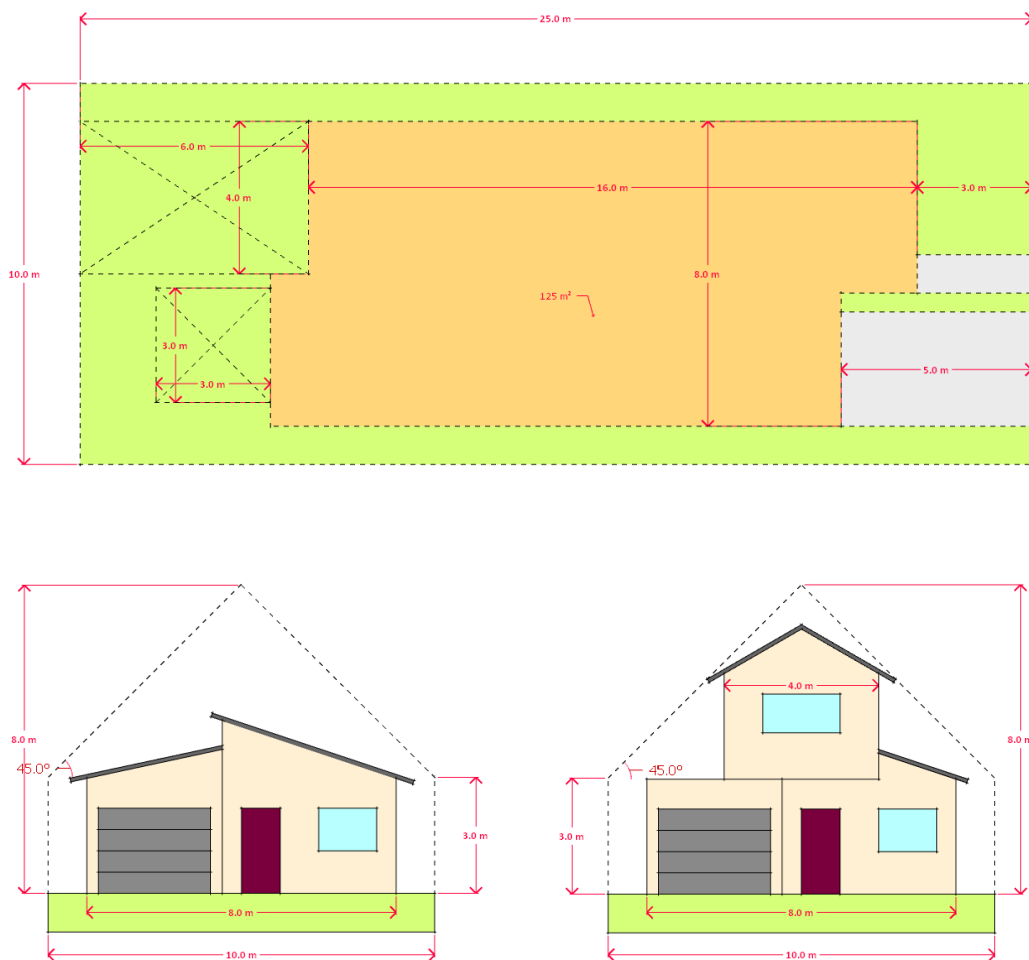


**Figure 21 - Lot Width Variation on Medium-Density Superlots**

Lot width is particularly important because it influences the proportion of the frontage occupied by driveways and garages as well as the built form impacts associated with HIRB controls. Where medium-density dwellings where garage may front a public street, the Design Guidelines require the dwelling to be at least 6 m wide, limit the garage door to 3 m and set the door behind the

principal façade. Paired crossings are also required. These controls should allow narrow-lot housing to contribute to an active frontage rather than read as a continuous row of garages.

In terms of detached dwellings on lots as narrow as 10m, design testing has been undertaken to demonstrate appropriate built form outcomes can still be achieved by the core controls established in the design guidelines. These are shown below in **Figure 22** and help to demonstrate that both single storey and two-storey buildings can be delivered in accordance with the proposed building envelope controls. **Figure 23** overleaf also demonstrates the built form outcomes that are expected to be delivered on narrower lots across Stages 14-17. In my opinion this demonstrates appropriate urban design outcomes can be delivered by the proposed subdivision pattern.



**Figure 22 – Lot Testing on a 10m x 25m lot demonstrating indicative built form outcomes**





**Figure 23 - 14 Hicks Road - An example of a detached dwelling delivered on a 10m wide lot in earlier stages of Milldale**

Overall, the approach to lot sizes and widths ensures that the Masterplan will deliver a broad range of residential opportunities through a combination of detached housing, larger edge lots and medium density superlots capable of accommodating duplex, terrace, and smaller detached housing typologies. This diversity will provide housing choice for households at different life stages while enabling the neighbourhood to evolve in response to market demand.

Importantly, density has not been uniformly applied across the site. Instead, it reflects accessibility, landform and surrounding context. Medium density development is focused on key movement corridors and community destinations, while detached housing transitions towards the Site's outer edges and more constrained land. Larger lots respond to steeper topography and areas requiring greater flexibility for future building platforms, reducing the need for excessive retaining and allowing development to better integrate with the existing landscape.

### 6.5.2 Built Form

Unlike a conventional resource consent where detailed architectural drawings form part of the approval, this application adopts a building envelope approach supported by a comprehensive Design Outcomes and Controls Document. In my opinion, this approach is appropriate given the scale of the project and the extended timeframe over which development will occur. It will also provide for a higher level of design outcomes than its available through a more traditional approach which involves broad rezoning followed by subdivision then the construction of dwellings as a permitted activity.

The building envelopes establish the mandatory parameters for future development including matters such as building coverage, height, setbacks and other key bulk and location controls. These establish certainty around the aspects of development that have the greatest influence on urban design and built form effects.

Beyond these mandatory controls, the Design Outcomes and Controls Document provides qualitative direction covering building siting, streetscape interface, architectural articulation, landscaping, servicing, fencing, privacy and CPTED outcomes. The document recognises that while

architectural styles may change over time, the urban design principles that underpin successful neighbourhoods remain consistent.

Importantly, detailed building designs will be reviewed through a formal Design Review Panel process prior to building consent. This provides an additional level of design quality assurance and ensures that future development continues to respond appropriately to the approved urban structure. In my opinion, the combination of mandatory building envelopes, qualitative design controls and independent design review provides sufficient certainty to consider that the proposal will deliver appropriate urban design outcomes.

### 6.5.3 Streetscape

Streetscape quality is determined by the combined effect of street design, building orientation, vehicle access, landscaping, and fencing. These matters are addressed through both the Masterplan itself and the Design Outcomes and Controls Document.

Buildings are expected to face adjoining streets and public spaces with entrances and habitable rooms, while the street hierarchy provides footpaths, cycle facilities, landscape berms and intermittent parking. This creates a sound design framework for safe and attractive streets even though the final architecture of buildings is not yet known.

The subdivision pattern enabled by the Masterplan generally enables a perimeter-block arrangement. Public streets and open spaces form the visible front of development, while parking, servicing and private outdoor areas are generally located within or behind the block where practical. This will support legibility and safety because pedestrians / visitors encounter front doors, windows and landscape fronting streets. The Design Outcomes and Controls Document also requires corner lots to address both street frontages and require additional articulation, glazing and visual interest to the secondary façade. This will reduce the incidence of blank side walls at intersections and help key corners contribute to a positive neighbourhood character.

The proposed road cross-sections also allocate sufficient space to landscaped berms and trees. This is most evident along the active mode corridor, stream-edge collector and Local Road Type 1. Intermittent parking bays are integrated between landscape areas rather than forming an uninterrupted kerb edge. The resulting canopy, shade and visual enclosure will be important in creating a positive neighbourhood character. The use of a common planting palette with other stages of Milldale will establish continuity with the adjacent developments.

### 6.5.4 JOALS

The proposed vehicle-access strategy forms an integral part of the proposal. Most medium-density superlots are intended to be rear-loaded from JOALs, particularly where they adjoin Wainui Road, collector roads, park edges and the active-mode corridor.

This is a positive response to the competing needs of future residents and visitors to Milldale North. This approach has the benefit of limiting crossings along the most important streets, protecting the continuity of footpaths and cycle facilities, reducing potential conflicts between cars and pedestrians, and supports increased provision of street trees and visitor parking. It also allows the primary elevations of future dwellings to address those streets with front doors, habitable-room windows and landscaping, rather than being dominated by garage doors and vehicle crossings.

The proposed JOALs are not all intended to perform the same function. The cross-sections provided plans show a hierarchy of legal and formed widths that respond to the number of dwellings served, whether pedestrian access is required and whether communal parking is incorporated. The 7 m legal-width variants contain a 5.5 m carriageway, together with either 0.75 m landscape strips on each side or a 1.5 m footpath on one side (if primary pedestrian access is required). The footpath is proposed to be delineated by a mountable kerb and therefore does not fully comply with the requirements of E27 and only applies to JOALs 2040, 2045 and 2046. Nevertheless, this is a consistent approach that has been adopted across Milldale to date and raises no specific urban design concerns given that a dedicated footpath (Albeit separated by a mountable kerb) has been established. Appropriate design outcomes from the adoption of a 7m wide JOAL corridor can be seen within previous stages of Milldale in **Figure 24** below. All other JOALs where primary pedestrian access is also proposed are 10m in width and can accommodate separation between vehicles and pedestrians in full compliance with the requirements of E27.



**Figure 24 - Existing 7m wide JOALs in Milldale (Buckingham and Emma lanes) (source: Google StreetView)**



## 6.6 Neighbourhood Centre / Non-residential Activities

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### 6.6.1 Commercial Development

The proposed neighbourhood centre is limited to a maximum of 1,000 m<sup>2</sup> of commercial floorspace on Lot 3029. Potential activities include small-scale food and beverage and retail uses such as a café, restaurant or dairy. This scale is appropriate for a neighbourhood facility: it can provide convenient day-to-day services and a local meeting place without competing with the broader role of Milldale Local Centre.

The centre occupies a visible position within the central part of the development, on the connected road and active mode network and close to open space. The surrounding concentration of medium-density housing will provide a stronger local catchment than would be created by detached housing alone. The location also allows the centre to be reached from several directions and is also well-located to capitalise on the proposed access point for Te Korowai o Maraeariki.

The relationship between the centre, park-edge road and surrounding public realm creates an opportunity for a small but identifiable community focal point. Food and beverage activity could contribute to informal surveillance and activity beyond conventional retail hours, while the nearby park and active mode corridor can generate passing pedestrian and cycle movement. The final tenancy mix will respond to market demand, but the Masterplan and controls establish an appropriate urban setting for this centre to support the future needs to the community.

No detailed design for a building(s) on the commercial lot is proposed. Rather, the Design Guidelines provide sufficient guidance as to intended design outcomes. A commercial building on Lot 3029 must be within 2 m of the front boundary for at least 75% of the street frontage. Buildings are to directly front adjoining streets, emphasise the street corner and provide a principal entrance within 10 m of that corner. Parking is not permitted to occupy the corner between two public roads.

The ground-floor street façade must contain at least 50% glazing and have a minimum floor-to-floor height of 4 m. These controls will support an active and adaptable frontage. Where the building fronts the park-edge road, a continuous 2 m canopy is required over the adjoining footpath. This will strengthen pedestrian amenity and give the centre an appropriately urban character. Overall, this approach will deliver a design outcome consistent with the expectations of development within a Neighbourhood Centre Zone.

### 6.6.2 Neighbourhood parks

Two neighbourhood parks are proposed within Milldale North. Their role is supplemented by the larger parks and recreation spaces already planned or delivered in Milldale, and the extensive riparian network. The parks are positioned within the connected street and path system rather than on remote residual land, which will enable them to function as identifiable neighbourhood spaces and social meeting points.

Proximity alone does not determine park quality. The final park designs should provide useful areas of relatively level land, visible entrances, seating, shade, play and informal recreation opportunities appropriate to their catchments. Concept plans for each of these parks have been developed to demonstrate that they can conform to the key neighbourhood park design requirements of Auckland Council. Final detailed design would occur as part of the Engineering Plan Approval process.

Both park locations have been placed in area with extensive street frontages and are integrated with the Site's riparian network and active mode connections. This will ensure integration with the wider Milldale open space network. The westernmost neighbourhood park has also been co-located with the commercial lot, active mode corridor and pedestrian entrance to Te Korowai o Maraeariki to create a strong local node that can be utilised by a wide range of people at different times of the day, and different days of the week to ensure it is a useful and well-used amenity for future residents and visitors to the area.

## 7.0 Conclusion

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Milldale Stages 14-17 will result in a substantial change to the existing environment, from one that is predominantly rural and rural-residential in character to a comprehensively planned urban neighbourhood. In my opinion, the proposal provides an appropriate structure to manage that transition. It establishes the principal street and block pattern, open-space network, development areas and design controls necessary to support the long-term urbanisation of the Site, while integrating with the existing and consented structure of the wider Milldale development.

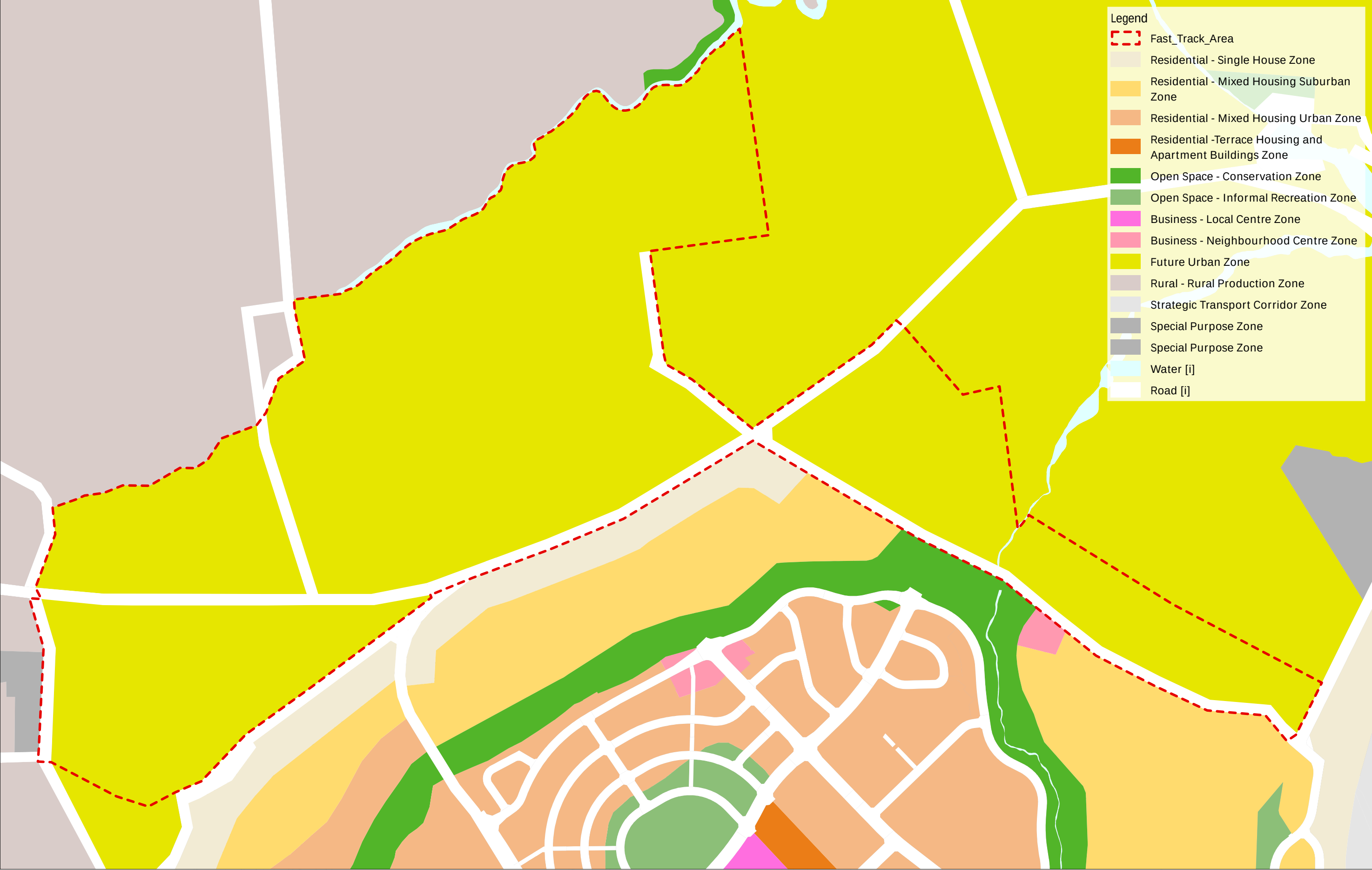
The Masterplan is appropriately informed by the physical characteristics and constraints of the Site. The Ōrewa Awa, Waterloo Creek and associated tributaries form the principal landscape and open-space framework, with the distribution of housing density and street alignments purposefully designed to respond to accessibility, topography and the subsequent relationship to these natural features. The movement network proposed will provide a high degree of permeability and route choice, connecting future residents with open spaces, the neighbourhood centre, the planned school campus and the wider Milldale community.

While detailed architectural design is not proposed as part of the application, I consider that the combination of approved building envelopes, mandatory Core Controls, qualitative design outcomes and the proposed design review and certification process provides an appropriate degree of certainty regarding future built form outcomes. Collectively, these measures will manage matters including building scale and siting, the relationship of development with streets and open spaces, vehicle access and garaging, landscaping, fencing, privacy, servicing and the treatment of corner sites. Subject to the final consent conditions clearly and accurately securing these requirements, I consider that the subsequent development of the Site can achieve attractive and safe streets, an appropriate level of residential amenity and a coherent neighbourhood character.

Overall, I consider that the proposal represents a sound and well-considered urban design response to the Site and its wider context. It will establish a connected, legible and coherent extension of Milldale, provides for a meaningful range of housing choices, and put in place a sufficiently robust framework to support a high-quality urban outcome as development occurs over time.



## Appendix 1 – Supporting Analysis



- Legend
- Fast\_Track\_Area
  - Residential - Single House Zone
  - Residential - Mixed Housing Suburban Zone
  - Residential - Mixed Housing Urban Zone
  - Residential - Terrace Housing and Apartment Buildings Zone
  - Open Space - Conservation Zone
  - Open Space - Informal Recreation Zone
  - Business - Local Centre Zone
  - Business - Neighbourhood Centre Zone
  - Future Urban Zone
  - Rural - Rural Production Zone
  - Strategic Transport Corridor Zone
  - Special Purpose Zone
  - Special Purpose Zone
  - Water [i]
  - Road [i]

Client: Fulton Hogan Land Development  
Job Number: 25999

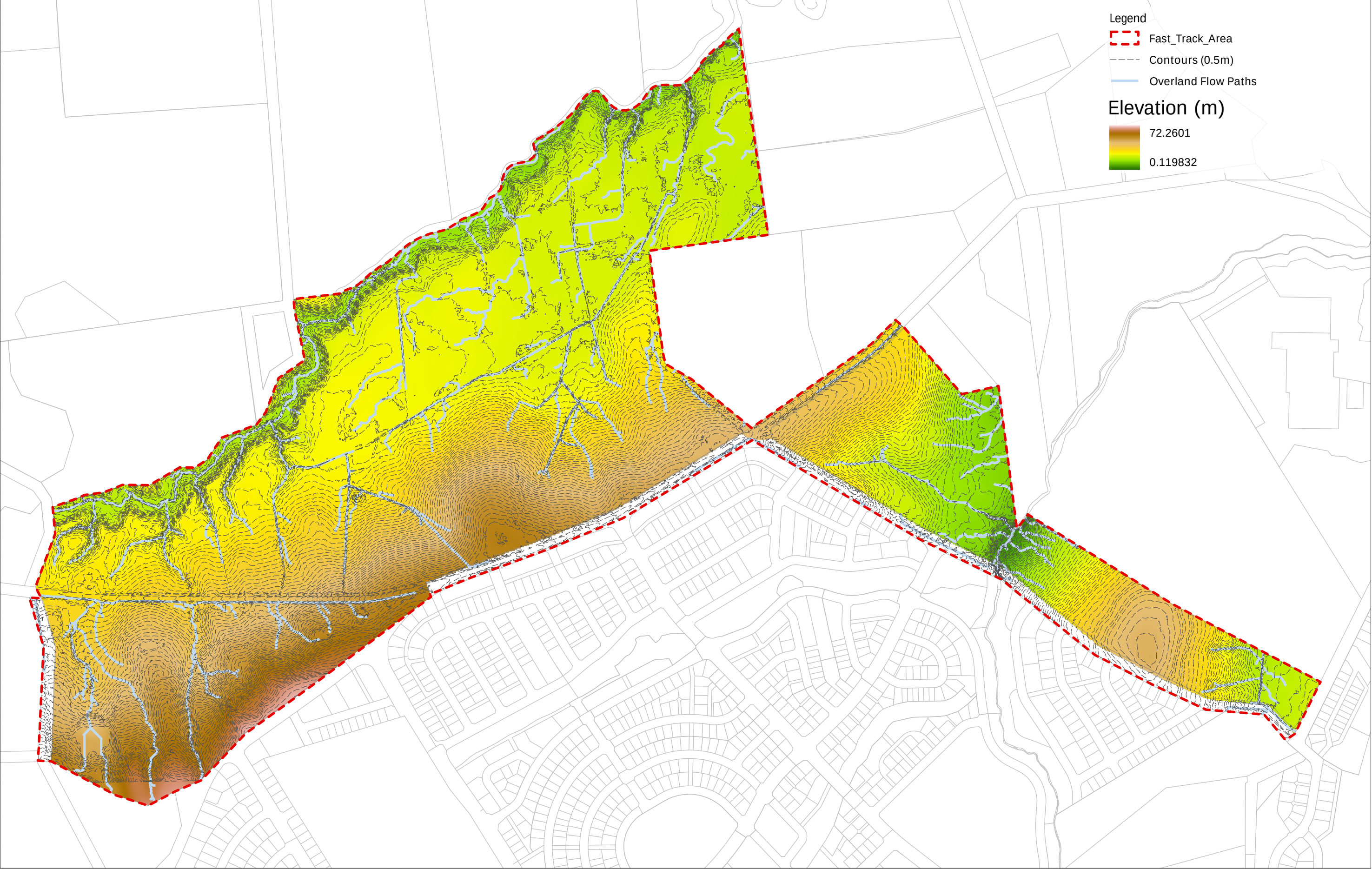
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Version: For Issue  
Date: 16/07/2026

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Sheet: 1 of 1

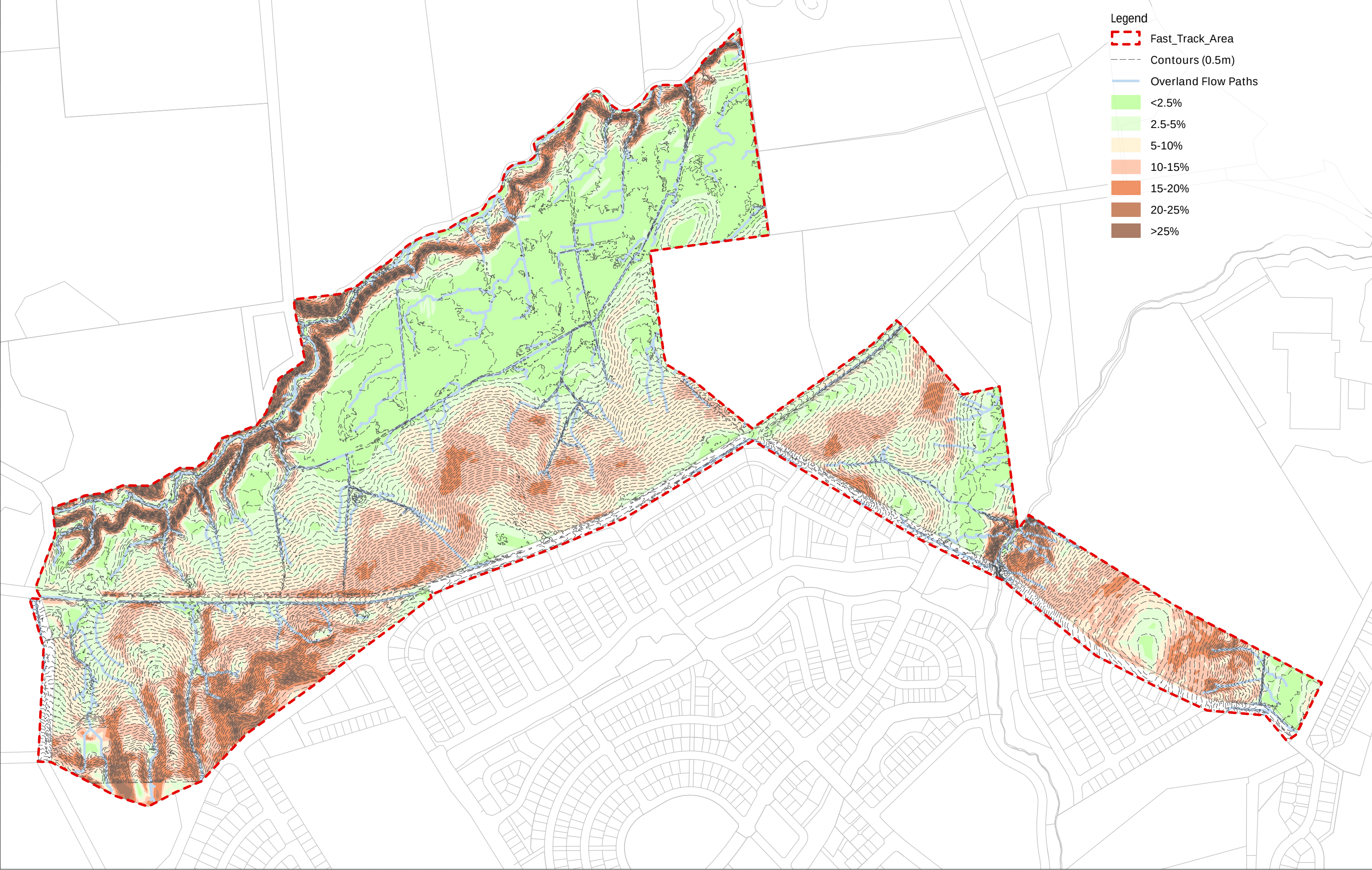


Milldale North Fast Track Application  
Wainui Road, Milldale

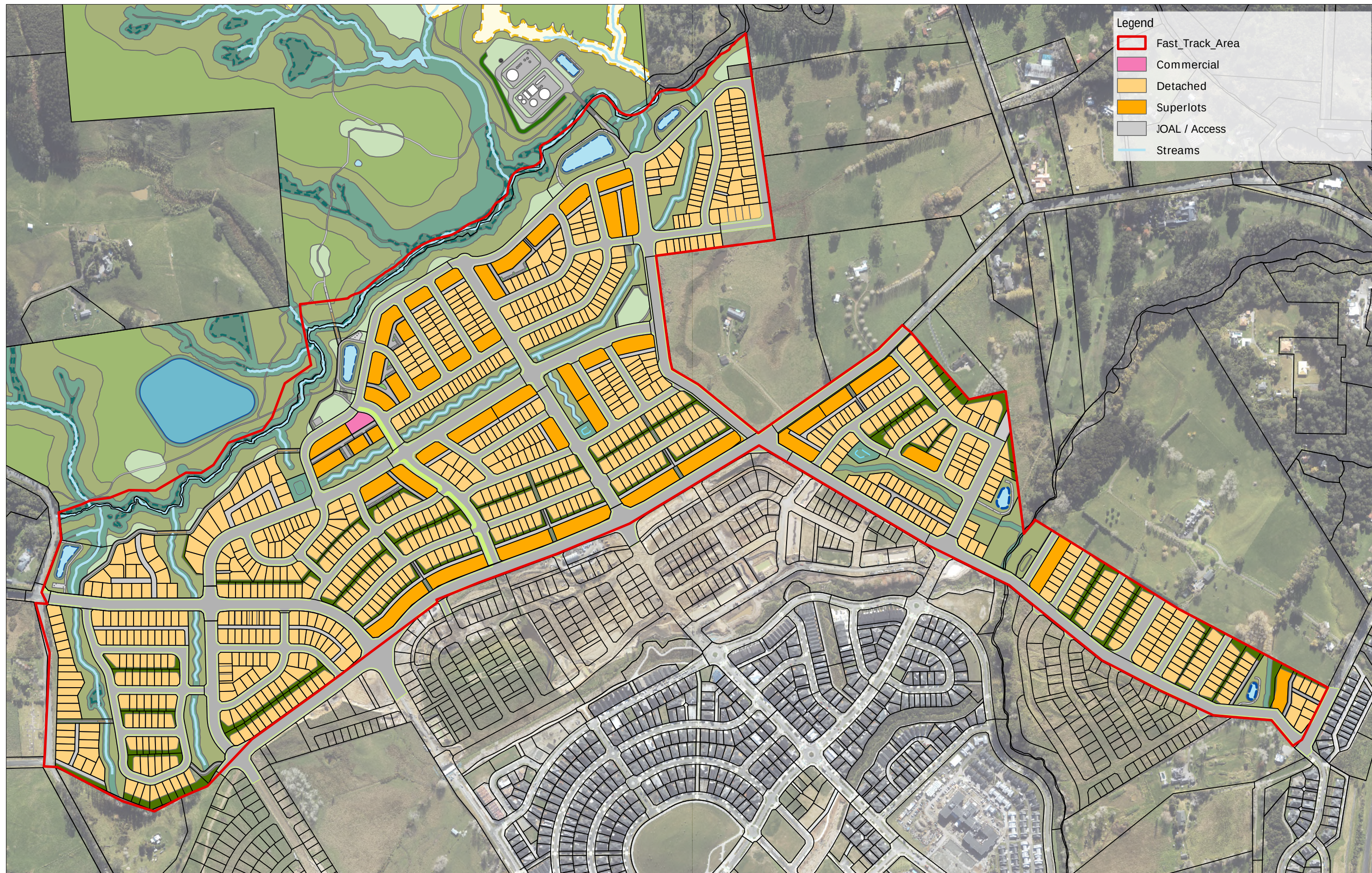
**B&A**  
Urban & Environmental











- Legend
- Fast\_Track\_Area
  - Commercial
  - Detached
  - Superlots
  - JOAL / Access
  - Streams

Client: Fulton Hogan Land Development  
 Job Number: 25999

Drawing: Masterplan  
 Version: For Issue  
 Date: 14/08/2026

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 Scale: 1:6,500 @ A3  
 Sheet: 1 of 1



Milldale North Fast Track Application  
 Wainui Road, Milldale

**B&A**  
 Urban & Environmental



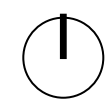


Client: Fulton Hogan Land Development  
Job Number: 25999

Drawing: Version:  
Date: 15/07/2026

Lot Sizes  
For Issue  
15/07/2026

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Milldale North Fast Track Application  
Wainui Road, Milldale

**B&A**  
Urban & Environmental





Client: Fulton Hogan Land Development  
Job Number: 25999

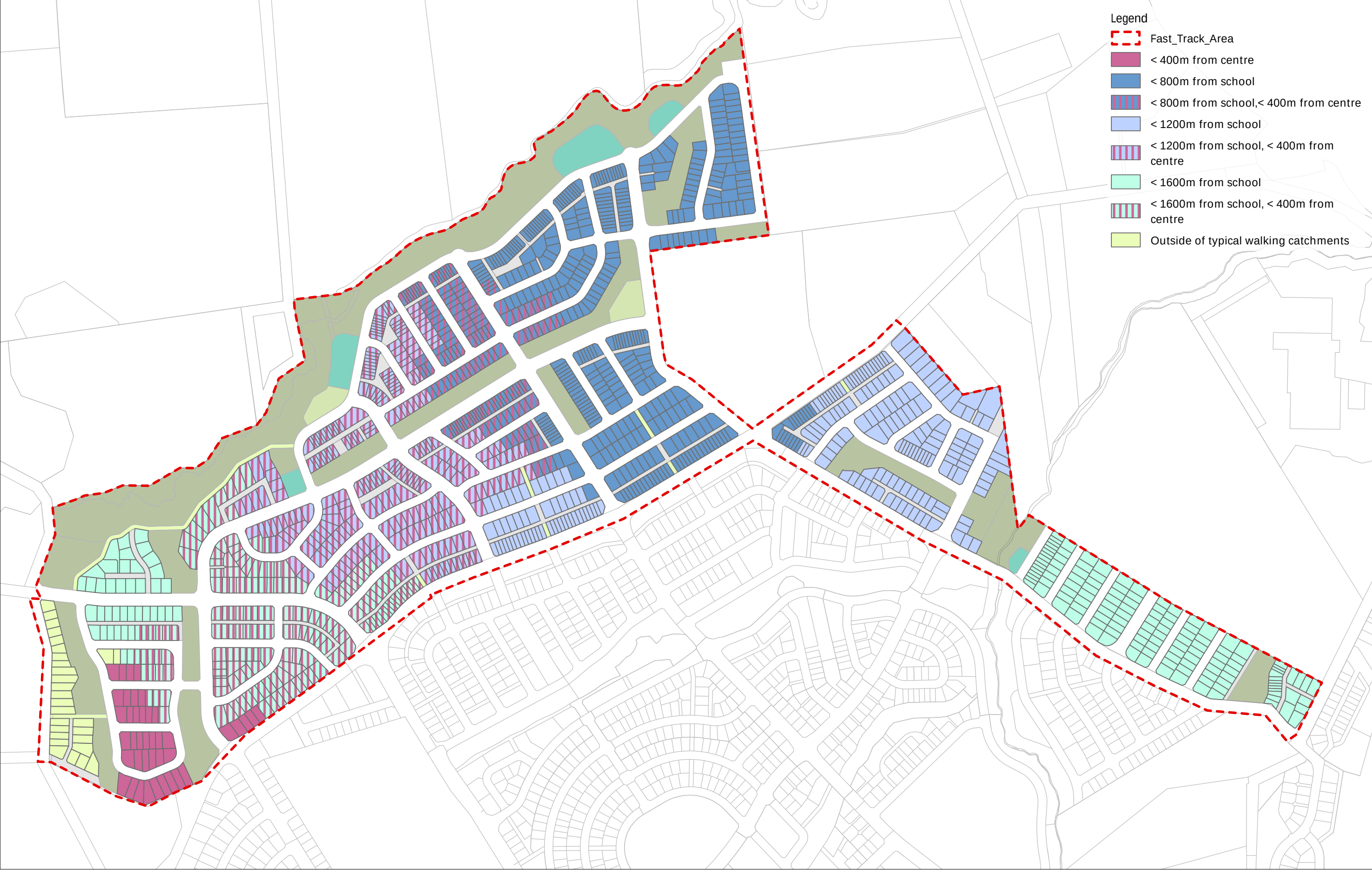
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Date: 15/07/2026

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Sheet: 1 of 1



Milldale North Fast Track Application  
Wainui Road, Milldale

**B&A**  
Urban & Environmental



Client: Fulton Hogan Land Development  
Job Number: 25999

Drawing: Access to Amenities  
Version: For Issue  
Date: 15/07/2026

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Scale: 1:6,500 @ A3  
Sheet: 1 of 1



Milldale North Fast Track Application  
Wainui Road, Milldale

**B&A**  
Urban & Environmental





Client: Fulton Hogan Land Development  
Job Number: 25999

Drawing: Access to Neighbourhood Parks  
Version: For Issue  
Date: 15/07/2026

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Sheet: 1 of 1

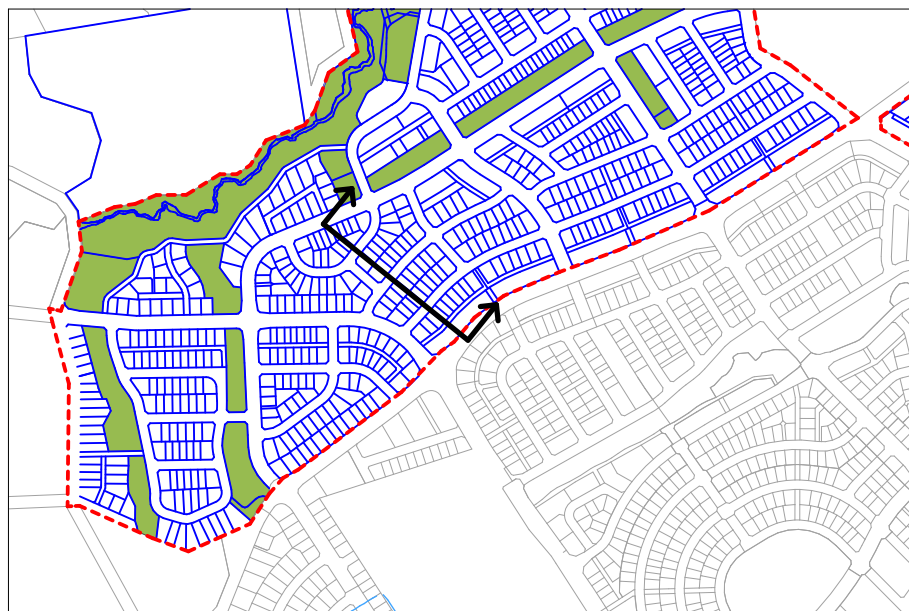


Milldale North Fast Track Application  
Wainui Road, Milldale

**B&A**  
Urban & Environmental



## Appendix 2 – Cross-sections



EXTENTS OF SITE & WANU ROAD

SUPERLOT

JOAL

RESIDENTIAL LOT

LOCAL ROAD

RESIDENTIAL LOT

RESIDENTIAL LOT

LOCAL ROAD

RESIDENTIAL LOT

RESIDENTIAL LOT

LOCAL ROAD

RESIDENTIAL LOT

RESIDENTIAL LOT

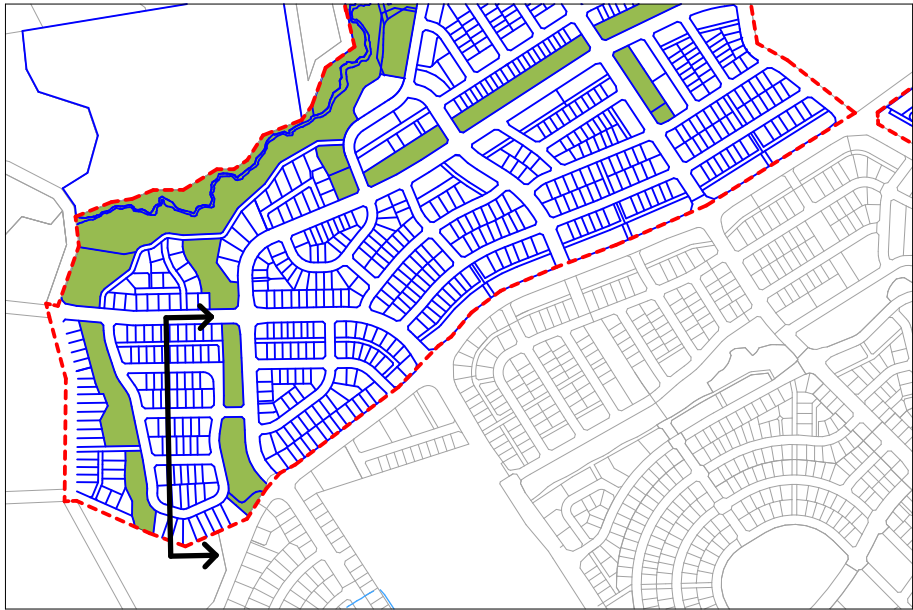
STREAM EDGE COLLECTOR ROAD

RE SLOPE (~2.25m)

RE SLOPE (~5.0m)

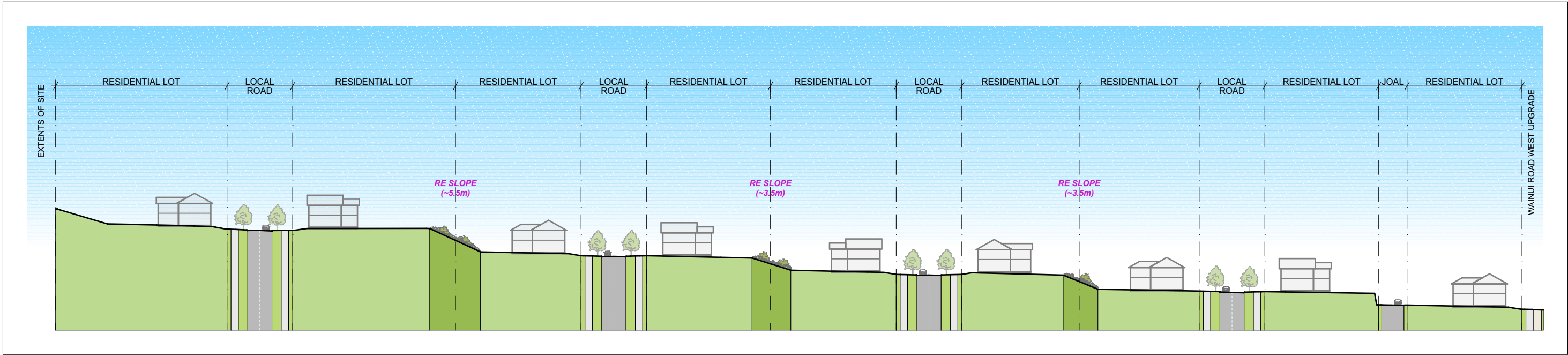
RE SLOPE (~2.5m)

|                  |                       |    |            |          |             |                                                                                                               |                                                                                                                            |                                                                   |                                                                                            |         |                       |     |
|------------------|-----------------------|----|------------|----------|-------------|---------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|--------------------------------------------------------------------------------------------|---------|-----------------------|-----|
| REVISION DETAILS |                       | BY | DATE       | SURVEYED | WOODS       | <br>MILLDALE<br>AUCKLAND | <br>MILLDALE<br>Connecting Lifestyles | <div>CLIENT</div> <div>MILLDALE NORTH</div> <div>SECTION 14</div> | <br>N | STATUS  | ISSUE FOR INFORMATION | REV |
| 1                | ISSUE FOR INFORMATION | SW | 23/07/2026 | DESIGNED | WOODS       |                                                                                                               |                                                                                                                            |                                                                   |                                                                                            | SCALE   | 1:1000 @A3            | 1   |
|                  |                       |    |            | DRAWN    | SW          |                                                                                                               |                                                                                                                            |                                                                   |                                                                                            | COUNCIL | AUCKLAND COUNCIL      |     |
|                  |                       |    |            | CHECKED  | SW          |                                                                                                               |                                                                                                                            |                                                                   |                                                                                            | DWG NO  | P25-609-00-UD201      |     |
|                  |                       |    |            | APPROVED | JW          |                                                                                                               |                                                                                                                            |                                                                   |                                                                                            |         |                       |     |
|                  |                       |    |            |          | WOODS.CO.NZ |                                                                                                               |                                                                                                                            |                                                                   |                                                                                            |         |                       |     |



1

LOCATION PLAN



2

SECTION 15  
1:1000

| REVISION DETAILS |                       | BY | DATE       | SURVEYED | WOODS | MILLDALE<br>AUCKLAND<br><br>WOODS.CO.NZ | CLIENT<br><br><br><b>MILLDALE</b><br><small>Connecting Lifestyles</small> | MILLDALE NORTH<br><br>SECTION 15<br><br> |  |  | STATUS  | ISSUE FOR INFORMATION | REV |
|------------------|-----------------------|----|------------|----------|-------|-----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|--|--|---------|-----------------------|-----|
| 1                | ISSUE FOR INFORMATION | SW | 23/07/2026 | DESIGNED | WOODS |                                         |                                                                                                                                                                |                                                                                                                               |  |  | SCALE   | 1:1000 @A3            | 1   |
|                  |                       |    |            | DRAWN    | SW    |                                         |                                                                                                                                                                |                                                                                                                               |  |  | COUNCIL | AUCKLAND COUNCIL      |     |
|                  |                       |    |            | CHECKED  | SW    |                                         |                                                                                                                                                                |                                                                                                                               |  |  | DWG NO  | P25-609-00-UD202      |     |
|                  |                       |    |            | APPROVED | JW    |                                         |                                                                                                                                                                |                                                                                                                               |  |  |         |                       |     |

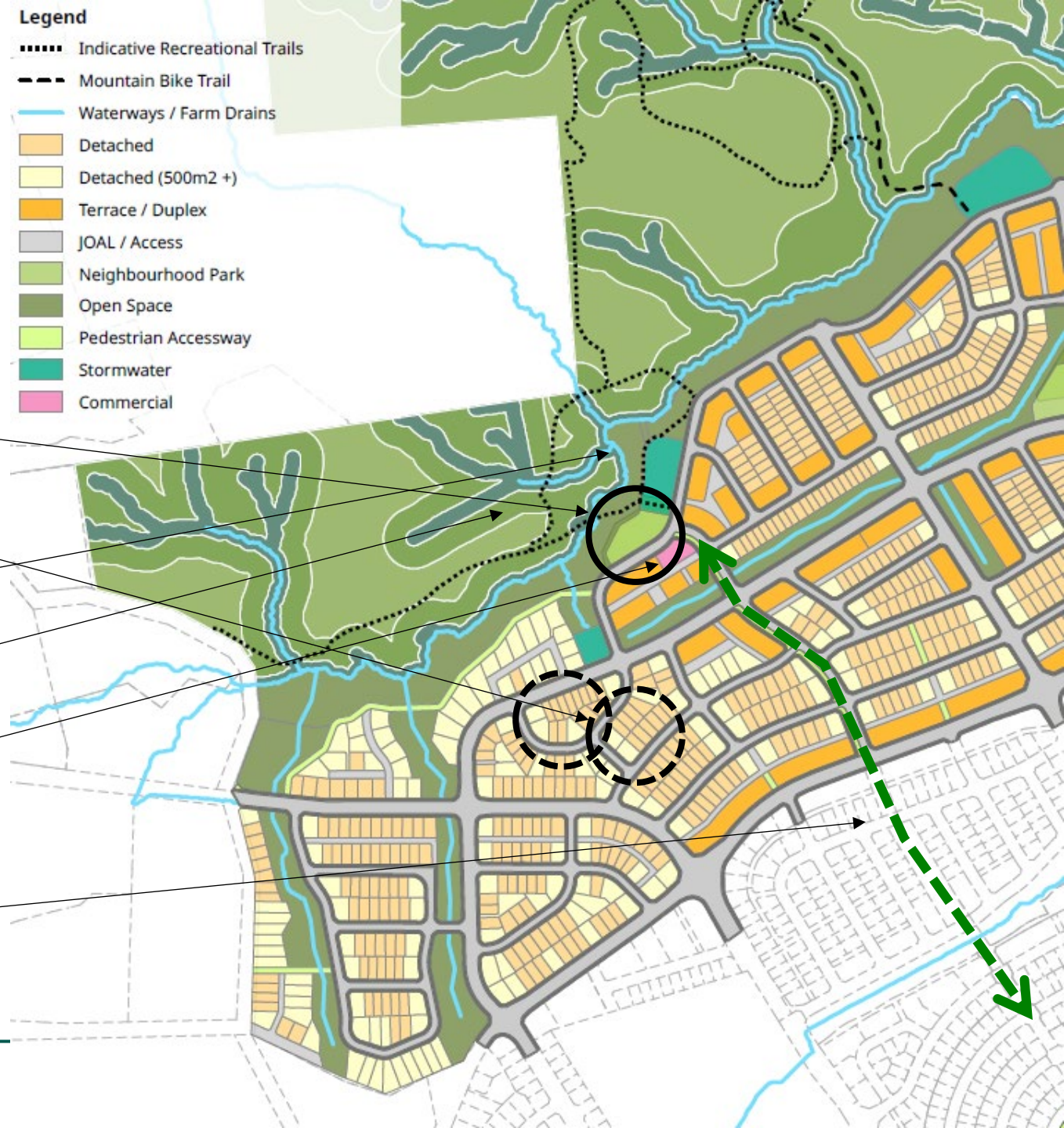


The diagram illustrates a cross-section of a proposed development along Waterloo Creek. The layout includes an esplanade reserve, a stream edge road, and a series of residential lots separated by local roads. Key features include a retaining wall (2.75m) and several re-sloped areas (~6.0m and ~3.75m). The development is bordered by an esplanade reserve on the left and a drainage reserve including wetland on the right.

| REVISION DETAILS |                       | BY | DATE       | SURVEYED | WOODS | MILLDALE<br>AUCKLAND |
|------------------|-----------------------|----|------------|----------|-------|----------------------|
| 1                | ISSUE FOR INFORMATION | SW | 23/07/2026 | DESIGNED | WOODS |                      |
|                  |                       |    |            | DRAWN    | SW    |                      |
|                  |                       |    |            | CHECKED  | SW    |                      |
|                  |                       |    |            | APPROVED | JW    | WOODS.CO.NZ          |

## Appendix 3 – Western Park Assessment

# Western Park Options



FHLD Proposed Location

Council Staff Indicative Locations

Orewa Awa

Ecological Restoration Area

Proposed Commercial Area

Central Shared Path connecting with  
Milldale Town Centre, Waterloo Reserve  
/ Centre and Hillside Park



# Manaaki Tāmaki – Open Space Strategy Assessment

| Assessment Matter         | Cross-Reference                | FHLD's Proposed Location                                                                                                                                                         | Council Officer's Preferred Location                                                                                                                                            |
|---------------------------|--------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Accessibility & Catchment | SD1; P1 (O3, O4); P2 (O6)      | Serves 373 proposed lots within a 5-min walk and a total 678 lots (274 terraces) within a 7-min walk.                                                                            | Serves 333 proposed lots within a 5-min walk and a total 613 lots (218 terraces) within a 7-min walk. Will provide closer access to ca. 35 additional lots near rural fringe.   |
| Network Integration       | SD1, SD3; P1 (O1, O4); P2 (O6) | Better integration with the entire Milldale Open Space network and other key destinations (e.g. shops and Te Korowai o Maraeiki / Ecological Restoration Area).                  | "Off-line" location, separated from main walking and cycling routes across the entire Milldale development.                                                                     |
| Culture & Identity        | SD1, SD4; P2 (O6); P3 (O10)    | Responds to mana whenua values, the cultural landscape and significant landscape feature of the Orewa Awa.                                                                       | Does not respond to mana whenua values, the cultural landscape or significant landscape features.                                                                               |
| Park Function             | SD5; P1 (O1, O3); P3 (O8)      | Provides for neighbourhood play, informal recreation, social interaction etc.                                                                                                    | Provides for neighbourhood play, informal recreation, social interaction etc                                                                                                    |
| Quality & Amenity         | P1 (O2); P2 (O6, O7)           | Strong street frontage, integrated with shops and car parking, multi-functional design. Increased use due to co-location with commercial and ecological restoration area access. | Strong street frontage although potential to be undermined by retaining / batters to manage topographical changes.                                                              |
| Environment & Climate     | SD3, SD4; P1 (O5); P2 (O6)     | Location is resilient to impacts of climate change / natural hazards, integrated with stormwater features and waterways.                                                         | Location is resilient to impacts of climate change / natural hazards and integrated with stormwater features.                                                                   |
| Growth & Future Needs     | SD1; P2 (O6, O7)               | Supports planned residential growth and better access for proposed terraced housing.                                                                                             | Supports planned residential growth although greater access to larger detached homes and will result in a reduction of homes (ca. 10-20 depending on wider masterplan changes). |

SD = Strategic Direction; P = Policy; O = Objective



Strong alignment with Strategy



Good alignment with Strategy



Some alignment with Strategy



Poor alignment with Strategy

# Western Park Catchment Assessment

| Catchment        | FHLD's Proposed Location       | Council Officer's Preferred Location |
|------------------|--------------------------------|--------------------------------------|
| 300m / 5-minutes | 212 Lots with Detached Housing | 234 Lots with Detached Housing       |
|                  | 161 Lots for Terraced Housing  | 99 Lots for Terraced Housing         |
| Sub-Total        | 373 Lots                       | 333 Lots                             |
| 450m / 7-minutes | 192 Lots with Detached Housing | 161 Lots with Detached Housing       |
|                  | 113 Lots for Terraced Housing  | 119 Lots for Terraced Housing        |
| Sub-total        | 305 Lots                       | 280 Lots                             |
| <b>Total</b>     | 404 Lots with Detached Housing | 395 Lots with Detached Housing       |
|                  | 274 Lots for Terraced Housing  | 218 Lots for Terraced Housing        |
|                  | 678 Lots                       | 613 Lots                             |

-  Performs Better
-  Performs Similar
-  Performs Worse