

Attachment I – Milldale North Consultation Record



Organisation	Date	Method	Attendees	Summary
Ministry for the Environment	24 November 2025	Letter	Manager, System Enablement and Oversight	Acknowledgement letter.
Auckland Council	20 August 2025	Online Meeting	<p>Auckland Council:</p> <ul style="list-style-type: none"> • Carly Hinde • Dylan Pope • Samuel Holmes • Hedre Dednam • Paul Schischka • Chris Horne • Amber Taylor • Anna Jennings • Hillary Johnston • Dali Suljic • Mereene Mathew <p>Fulton Hogan Land Development</p> <ul style="list-style-type: none"> • Gregory Dewe • Rachel Morgan • Magdalena Regnault • Cam Wallace • Tim Rickards 	<p>Discussion of the overall development proposal and key aspects of the Milldale North Masterplan.</p> <p>The planning memo outlines how the matters raised by Auckland Council have been addressed in the lodged Referral Application. In summary:</p> <ul style="list-style-type: none"> • Details on the Milldale North Plan Change are included in the planning summary. Both processes will occur in parallel, and one is not reliant on the other. • The traffic report does not identify the need to upgrade the Wainui Road/Upper Orewa Road intersection and therefore FHLD disagree with Auckland Transport’s request to include this upgrade in the proposal. • All other recommendations from Auckland Transport are more appropriately addressed at the next stage of design, during the preparation of a substantive application. • In response to Watercare’s feedback, interim private water

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				<p>supply and wastewater servicing options are proposed in the event that the networks do not have sufficient capacity to cater for the development. FHLD do not consider that this is necessarily the case, however, the private options are included as a precaution.</p> <ul style="list-style-type: none"> • No issues were raised from development engineering or Healthy Waters.
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For iwi consultation refer to **Attachment J**.

In addition to the specific consultation for this application, FHLD has consulted widely with neighbours, the public generally, NZTA, MoE, and Auckland Council, Watercare and Auckland Transport on the development of Milldale North. This consultation began in 2022 as part of a wider Structure Plan process for the area and then through 2023 and 2024 as part of the plan change prepared for part of the Structure Plan area including the subject site.

Tēnā koe Rebecca,

Milldale North - Pre-lodgement consultation under the Fast-track Approvals Act 2024 (FTAA)

Thank you for your correspondence in relation to Fulton Hogan Land Development Limited's intention to lodge a referral application under the Fast-track Approvals Act 2024 (FTAA) in respect of the Milldale North

As you are aware, the Ministry for the Environment (the Ministry) is the “relevant administering agency” for approvals relating to the Resource Management Act 1991 (RMA) and Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012 (EEZ Act) under the FTAA.

As part of your referral application, you will need to provide an assessment of the project against any relevant national policy statement, national environmental standards and if relevant the New Zealand Coastal Policy Statement. The Ministry has prepared the following summary on the national direction made under the RMA, for your consideration.

National Direction

Under the RMA, the government can create national direction to support local authorities' decision making under the RMA and develop a nationally consistent approach to resource management issues. This is typically done where an issue is of national importance, or involves significant national benefits or costs, or where necessary to give effect to other government policy or regulation. There are several types of national direction, including national policy statements and national environmental standards.

National Policy Statements (NPS)

National Policy Statements are instruments issued under section 52(2) of the RMA. An NPS is a vehicle for the government to prescribe objectives and policies for matters which are relevant to sustainable management. All National Policy Statements currently in force are published on the Ministry's website and links are provided in the table below. It is recommended that you consider the relevance of each NPS to your project. If you are seeking an RMA approval, then under section 13(4)(y)(i) and schedule 5 paragraph 2 of the FTAA your application must include an assessment of your project against any relevant NPSs. Refer to the National Policy Statements linked below.

National Policy Statement	Description
National Policy Statement for Greenhouse Gas Emissions from Industrial Process Heat 2023	This NPS provides nationally consistent policies and requirements for reducing greenhouse gas emissions from industries using process heat. It works alongside

	the National Environmental Standards for Greenhouse Gases from Industrial Process.
National Policy Statement for Highly Productive Land 2022	This NPS provides national direction to improve the way highly productive land is managed under the RMA. The objective is to ensure the availability of New Zealand's most favourable soils for food and fibre production.
National Policy Statement for Freshwater Management 2020	This NPS provides local authorities with updated national direction on how they should manage freshwater under the RMA.
National Policy Statement for Indigenous Biodiversity 2023	This NPS provides direction to local authorities to protect, maintain and restore indigenous biodiversity requiring at least no further reduction in indigenous biodiversity nationally.
National Policy Statement for Renewable Electricity Generation 2011	This NPS provides guidance for local authorities on how renewable electricity generation should be dealt with in RMA planning documents.
National Policy Statement on Electricity Transmission	This NPS sets out the objective and policies for managing the electricity transmission network.
National Policy Statement on Urban Development 2020	This NPS recognises the national significance of well-functioning urban environments. It removes barriers to development to allow growth in locations that have good access to existing services, public transport networks and infrastructure.
New Zealand Coastal Policy Statement 2010	The NZCPS provides guidance for local authorities in their day-to-day management of the coastal environment. The NZCPS is the only compulsory NPS under the RMA.

National Environmental Standards (NES)

National Environmental Standards are regulations issued under section 43 of the RMA. They prescribe technical and non-technical standards, methods or other requirements for land use and subdivision, use of the coastal marine area and beds of lakes and rivers, water take and use, discharges and noise. NESs require each local authority to enforce the same standard in respect of these areas unless otherwise specified. All National Policy Statements currently in force are published on the Ministry's website and links are provided in the table below. It is recommended that you consider the relevance of each NES to your project.

If you are seeking an RMA approval under the FTAA, section 13(4)(y)(i) and schedule 5 paragraph 2 require that an assessment of your project against any relevant NES must be included with your application. Refer to the National Environmental Standards linked below.

National Environmental Standard	Description
National Environmental Standards for Air Quality	This NES prohibits discharges from certain activities and set a guaranteed minimum standard for air quality for people living in New Zealand.

National Environmental Standards for Commercial Forestry	This NES provides nationally consistent regulations to manage the environmental effects of forestry.
National Environmental Standards for Electricity Transmission Activities	This NES sets out which electricity transmission activities are permitted, subject to conditions to control environmental effects. They apply only to existing high voltage electricity transmission lines.
National Environmental Standards for Freshwater	This NES regulates activities that pose risks to the health of freshwater and freshwater ecosystems.
National Environmental Standards for Greenhouse Gas Emissions from Industrial Process Heat	This NES sets out nationally consistent rules for certain greenhouse gas emitting activities from industrial process heat.
National Environmental Standards for Marine Aquaculture	This NES replaces regional council rules for existing marine farms and provides a more certain and efficient process for replacing consents, realigning farms and changing farmed species. In some instances, they allow regional council rules to remain in force.
National Environmental Standards for Sources of Human Drinking Water	This NES sets requirements to protect sources of human drinking water from becoming contaminated.
National Environmental Standards for Storing Tyres Outdoors	This NES provides nationally consistent rules for the responsible storage of tyres.
National Environmental Standards for Telecommunication Facilities	This NES sets national rules regarding the deployment of telecommunications infrastructure across New Zealand.
National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health	This NES includes requirements for assessing and managing potentially contaminated soil.

Please ensure your application includes a summary of this consultation with the Ministry, and an explanation of how this consultation has informed your project. This information must be included in your application, regardless of whether it is a referral application or a substantive application for a listed project.

Thank you for consulting with the Ministry for the Environment as the relevant administering agency for the RMA and the EEZ Act.

If you have any queries in relation to the FTAA process, please contact info@fasttrack.govt.nz for further assistance.

Ngā mihi,



Rebecca Partridge - Manager, System Enablement and Oversight

Planner-led Pre-Application Meeting Record

Pre-Application No. PRR00043078 – Milldale North & Wainui West Fast-Track Referral	
Applicant	Fulton Hogan Land Development Limited
Agent	Magdalena Regnault / Rachel Morgan – Barkers (Agents)
Contact details	§ 9(2)(a)
Site Address	500 Wainui Road, Upper Orewa (and wider area) NA127A/748 - Lot 10 DP 198205
Proposal	The applicant intends to lodge a Referral Application under the Fast Track legislation. The proposal is for: subdivision and ancillary activities to facilitate approximately 1,730 allotments, plus associated neighbourhood parks and neighbourhood centre-type activities.

The Auckland Unitary Plan became 'Operative in part' (AUP(OP)) on 15 November 2016. For the purposes of this pre-application and any resource consent application that may be lodged, the AUP(OP) is the primary planning document that sets out the relevant zoning/overlays applying to the site, and the objectives and policies, rules and assessment criteria guiding development in this location.

Type	Y	N	Type	Y	N
(Potential) Contaminated Land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Coastal Erosion	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Land Instability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Coastal Storm Inundation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Floodplain	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Coastal Storm Inundation (plus 1m sea level rise)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Overland flow paths (ephemeral/intermittent/permanent stream)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cultural Heritage Inventory	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Flood Sensitive	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Combined Network	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Arterial Roads	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Building Frontage Control	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Vehicle Access Restriction Control	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Geology (rock breaking)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Pre-Application Meeting		
Date and Time	Wednesday 20 August 2025 2-3pm, online via Teams	
Meeting participants – Customer / Agents	Gregory Dewe Rachel Morgan Magdalena Regnault Cam Wallace Jamie Whyte (apologies) Tim Rickards	Fulton Hogan Land Development Limited Barker & Associates Barker & Associates Barker & Associates Woods Woods
Meeting participants – Council	Carly Hinde Dylan Pope Samuel Holmes Hedre Dednam Paul Schischka Chris Horne Amber Taylor Anna Jennings Hillary Johnston Dali Suljic Mereene Mathew	Principal Project Lead - Auckland Council External Planner – DCS Project Manager, Reg Engineering – Auckland Council Major Developments Interface Lead – AT PTM Consultants – acting for AT Incite – acting for AT Development Planning Team Lead - Watercare Strategic Programme Manager - Watercare Growth & Development Lead - Healthy Waters Growth & Development Lead - Healthy Waters Catchment Planning Specialist – Healthy Waters

Summary of key considerations and issues	
1) Site Overview (Rachel / Cam / Greg)	<ul style="list-style-type: none"> This is a Fast-Track (FT) Referral for the next stage of the Milldale development and is known as Milldale North and Wainui West (MN & WW). The majority of the land is subject to a private Plan Change (PC) which was lodged at the start of 2024 and has not yet been notified. It is recognised by Barkers that the PC process does not have any weight at this stage, but the technical evidence prepared for the PC (which has been subject to review by numerous Council specialists) has formed the basis of this Referral application. The PC consultation has progressed, and it was agreed that the Structure Plan reflects ongoing discussions with the Council and wider community.
2) Scheme Overview (Rachel / Cam / Greg)	<ul style="list-style-type: none"> FT Approval is sought for: <ul style="list-style-type: none"> Approx. 1,730 dwellings in the (current) Future Urban Zoned-land (FUZ); and Approx. 131 ha of ecological restoration / offset land in in the (current) Rural Production Zoned-land. Initial engagement and a MOU has been progressed with two of the local Iwi groups involved in Milldale for the last eight years. It is intended that this land will be 'regenerated' (farming activities will be stopped, wetland areas will be enhanced and incorporates offsetting areas) and it will be kept for public use and incorporate walking

	<p>and cycling routes. Consent may be required as part of the FT application for the proposed earthworks activities in this area.</p> <ul style="list-style-type: none"> • Nb. The Milldale North and Wainui West Project Plan Area which accompanied the pre-application request illustrates out-dated site boundaries – the current FT boundary reflects the plans within the Referral Package which were circulated by Barkers on 13 August. • Fulton Hogan are seeking to adopt a consistent development model which will have a similar look, block structure and connections as Milldale. • The site is split into four key development areas: <ol style="list-style-type: none"> 1) Area to the north of Wainui Road – It will be act as a continuation of the existing key connections progressed under Wainui Precinct. There are ecological and flooding issues along the channel so stormwater detention is needed and this is currently being reviewed by the applicant team. New parks and potential non-residential uses are proposed within this area. 2) North of Lysnar Road – Part of the land is intended to accommodate a temporary wastewater treatment plant within the Milldale FT application - the timing of the new houses is dependent on the plant decommissioning. 3) Wainui West area – Stages 1a and 1b – an extension of the existing Milldale street pattern and current FT application. • Servicing Strategy (Indicative) – Fulton Hogan will utilise the extensive infrastructure upgrades and roading / water / wastewater works which have been progressed as part of the wider Milldale development. • Rachel confirmed that an outline of the consent approvals required will be provided within the FT application and meet the Section 22 criteria.
<p>3) Initial Council Feedback: Planning (Dylan)</p>	<ul style="list-style-type: none"> • Dylan queried the timings for the MN & WW FT and the PC process. • It was confirmed that the land will remain FUZ until the PC is formally adopted. Fulton Hogan were waiting for Council to review MDRS before they can finalise the Zone provisions (estimated timeframe - October 2025). PC not likely to be determined at Committee until 2026. • Rachel noted that the submission will comprise several high-level memos which will summarise the assessments done as part of the PC, and include an Economic Assessment, acknowledging the wider issues associated with the Delmore FT and its regional significance benefits review.
<p>4) Initial Council Feedback: AT (Hedre / Chris / Paul)</p>	<ul style="list-style-type: none"> • AT's comments are high level as we have only been able to review high level master plan information. • It was confirmed that the FT would reflect the PC and include housing delivery thresholds for works needing to be in-place before certain areas are released for development. • The FT Referral Transport Memo will include details of the works which have been funded and progressed, plus the expected competition dates of any outstanding items.

- A Stormwater Management Plan is being prepared and will include details of communal devices as the preferred option. It was agreed that the Substantive stage plans will need to illustrate the utilisation of the OLFP within the road to avoid issues arising later. Piping of over land flow paths is not favoured by AT due to risks of capacity issues.
- It was confirmed that no public bus parking areas are proposed within the ecological area.
- Wainui Road / Upper Orewa Road – This intersection will be affected by the Delmore Fast-Track scheme and Paul flagged that an upgrade may be required as the MN & WW development will exacerbate the issue. Greg confirmed that the Argent Lane and Lysnar Road upgrades will be relied upon, and the land immediately to the front of Wainui Road for the length of the development will be upgraded and no further works to the east are deemed necessary. Paul flagged he was concerned that all additional vehicles will use these routes and more traffic would be generated along Wainui Road. Paul referred to the Delmore FT and concerns from AT for vehicles turning right and there are no shoulders which will block traffic and generate capacity issues – the MN & WW scheme would contribute to these issues so Paul stated that something needs done there (the Delmore FT illustrates a roundabout in this area and this is supported by AT). It was confirmed that no upgrades are proposed within the Delmore FT, but AT are pushing for this due to the substantial traffic which will be generated along Upper Orewa Road. Rachel confirmed that the MW & WW team will await the Delmore FT decision to see what is agreed. Greg confirmed that Fulton Hogan will be updating Wainui Road to collector road standard along the full length of their scheme, but not to the east of the development.
- Paul stated that the western section of Wainui Road will need to incorporate ‘threshold’ treatment modes to clearly distinguish between the rural and urban area, and encourage traffic to slow down – measures could include signs, markings, kerb channels and landscaping, with a roundabout needed at the Cemetery Road intersection.
- Paul noted that any necessary safety improvements between the extent of proposed works by the Applicant on Wainui Road and the interchange to the east should be assessed in any substantive application.
- The road hierarchy which is illustrated within the Structure Plan needs reviewed and incorporated into the Masterplan. Paul noted that: arterial and collector roads generally need to be suitable for buses and these should have wider lanes, separate cycle lanes adjacent to them, reduced vehicle crossings, and that on-street parking is not supported along bus routes and vertical deflection traffic calming should be avoided. Cam confirmed that the Masterplan has been sized to align with the approved Milldale development and utilising JOALS.
- Crossroads are illustrated on the plans (4 roads into one intersection) – Paul advised that compact roundabouts are supported instead, and Tim agreed this is preferable.

	<ul style="list-style-type: none"> • A few angled intersections are illustrated and these should be avoided as they need to be wider for larger vehicles and this is not safe for pedestrians / cyclists. Paul asked that these be reviewed and for those intersections which cannot achieve 90 degrees, roundabouts should be utilised, even if they only have three legs. Some of the intersections are close to road curves which result in poor visibility, so we recommend that these are also reviewed. • Pedestrian and active mode connections should be incorporated to enable access to the future MOE precinct and the existing Milldale development, plus between Stage 11 of the Milldale FT. • Paul stated that the frontage along Cemetery Road needs upgraded. • Additional comments will be provided by Paul shortly. • Rachel noted that as this is a FT Referral, more refinement of the plans will happen during the Substantive stage.
<p>5) Initial Council Feedback: Watercare (Anna & Amber)</p>	<ul style="list-style-type: none"> • Anna acknowledged the positive working relationship with Fulton Hogan to date for the Milldale scheme and the infrastructure works which has been progressed together, though it was noted that due to the timing and Future Development Strategy, this application will be reviewed against its current zoning and the 2050 per-requisites for this land (these matters had been recently flagged to Greg). Anna recommended that the applicant team review Watercare’s comments to the Delmore FT application to fully understand their position. • At a high-level, Anna referred to Watercare’s key water projects at North Harbour (scheduled for 2034) and Orewa 3 (2038), and wastewater projects at the Army Bay Stage 2 upgrade (2050) and Stanmore Trunk upgrade. • Anna raised concerns that this land is proposed to be developed well ahead of time and Watercare have a Statement of Intent with Auckland Council which aligns with their timing and this is reflected within their Asset Management Plan. • Anna stated that the Army Bay Stage 1 upgrade was not planned to service this area and it was always planned as part of the Stage 2 upgrade. • Rachel requested some further information re. the Stage 1 upgrade and how much household capacity this provides. Anna confirmed that she can provide this. • Amber also flagged that a further aspect, is that ‘headroom’ is required once the upgrade is delivered and needs to last for the growth forecast which follows the Council’s projections (and the Asset Management Plan reflects this), so where the growth does not follow the curve, the upgrade may need to be brought forward. • Rachel stated that they need a detailed understanding of the capacity information which Watercare are using and what these upgrades provide, and to see the growth projections in the catchment, and to verify and test this information. Anna stated that this information is provided by Auckland Council – Rachel confirmed they require their contact details. [Carly: post-note meeting comment: Rosie Stoney – Auckland Council: Senior Advisor Growth and Spatial Strategy: rosie.stoney@aucklandcouncil.govt.nz +64 21 574013]

	<ul style="list-style-type: none"> • Anna referred to Amber’s comments and noted that they also need to assess the potential within the live zone and not just scheduled areas within the FUZ. • Cam referred to their issues dealing with the Riverhead Kumeu Plan Change and Watercare’s advice that the planning was based on Plan-enabled capacity and this was not feasible or based on ‘real-life’ and it assumed development was all coming ‘online’ on day 1. Cam stated that there are big issues with the Council’s plan-enabled capacity modelling and the changes to PC78 (noting it may not exist when the MN & WW FT is lodged) which will likely result in a substantial removal of infill development. The Council’s Growth Scenario Model indicates high-level numbers but Cam stated it is difficult to understand the assumptions provided, for example in this area, 1,700 homes are planned by 2052 but these assumptions details are not provided. It was agreed that Fulton Hogan need to receive the key Council contact details and liaise with them to understand key numbers. • Stage 1a - Indicative Servicing Strategy Plan indicates that this would be ‘serviced by existing infrastructure’ – Tim confirmed that this Stage gravitates towards the wastewater pump station which is sized to treat this catchment and it will connect to the Milldale branch sewer. Water – it will hook into the existing Milldale roads networks and act as an extension to the existing network. Anna advised that she had no immediate comments, though again noted the 2050 timings.
<p>6) Initial Council Feedback: Healthy Waters (Hillary, Mereene & Dali)</p>	<ul style="list-style-type: none"> • Hillary provided some initial comments based on the information provided to date noting that as the site is currently FUZ it will not be able to be covered within the Regional NDC and private diversion consent will be needed. • Mereene has been involved with the PC and needs to review the flood modelling data which was received on 19/08. It was confirmed that there have been no changes between the PC and the new FT from a stormwater modelling perspective and they are providing quality treatment for road services. Mereene noted that the HW comments which were issued as part of their Clause 23 PC feedback were therefore likely to be similar for the FT and Greg noted that these would be reviewed as part of the Substantive stage. • Tim confirmed that the SMP would be updated as part of the application and this would reflect the Unitary Plan and NDC requirements.
<p>7) Reg Engineering (Samuel)</p>	<ul style="list-style-type: none"> • Samuel confirmed that he had no queries.
<p>8) Consultation</p>	<ul style="list-style-type: none"> • Rachel confirmed that no Local Board engagement has been undertaken to date. • The Council’s Iwi facilitation service is not required as the applicant has undertaken extensive engagement with the two active Iwi groups as part of the PC process (and a CIA was prepared) – their comments to the application are awaited.

9) Any Other Matters	<ul style="list-style-type: none"> List of referral documents / plans the applicant team will be lodging include the following Memos: Planning, Engineering, Transport, Design, Economics and Ecology.
10) 13 - Next Steps & Timescales	<ul style="list-style-type: none"> Carly noted that further pre-application engagement is encouraged to review site constraints, e.g. ecology, streamworks etc Rachel advised that they are intending to lodge the FT Referral within the next month, subject to Iwi consultation, and that further detailed pre-app engagement, workshops etc can be undertaken at the Substantive stage.

Actions arising from meeting	
Auckland Transport to provide additional post-pre-app meeting feedback to the applicant team	Hedre, Paul, Chris – provided below
Watercare to provide additional Stage 1 upgrade information and capacity details to the applicant team	Anna & Amber
Carly to provide contact details of the Auckland Council contact dealing with population growth projections	Carly (see note above)
Healthy Waters to provide flood modelling feedback shortly.	Hillary, Mereene

Prepared by:

Name: Carly Hinde
 Title: Principal Project Lead – Auckland Council
 Signed:



Date: 29/08/2025

Memorandum

To: Chris Horne | Director | Incite
Hedré Dednam | Major Developments Interface Lead | Auckland Transport

From: Paul Schischka | Consultant Transportation Engineer | PTM Consultants

Date: 25 August 2025

Subject: Milldale North and West Fast Track Pre-referral Information

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

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

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

Wainui Rd – west of the development

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

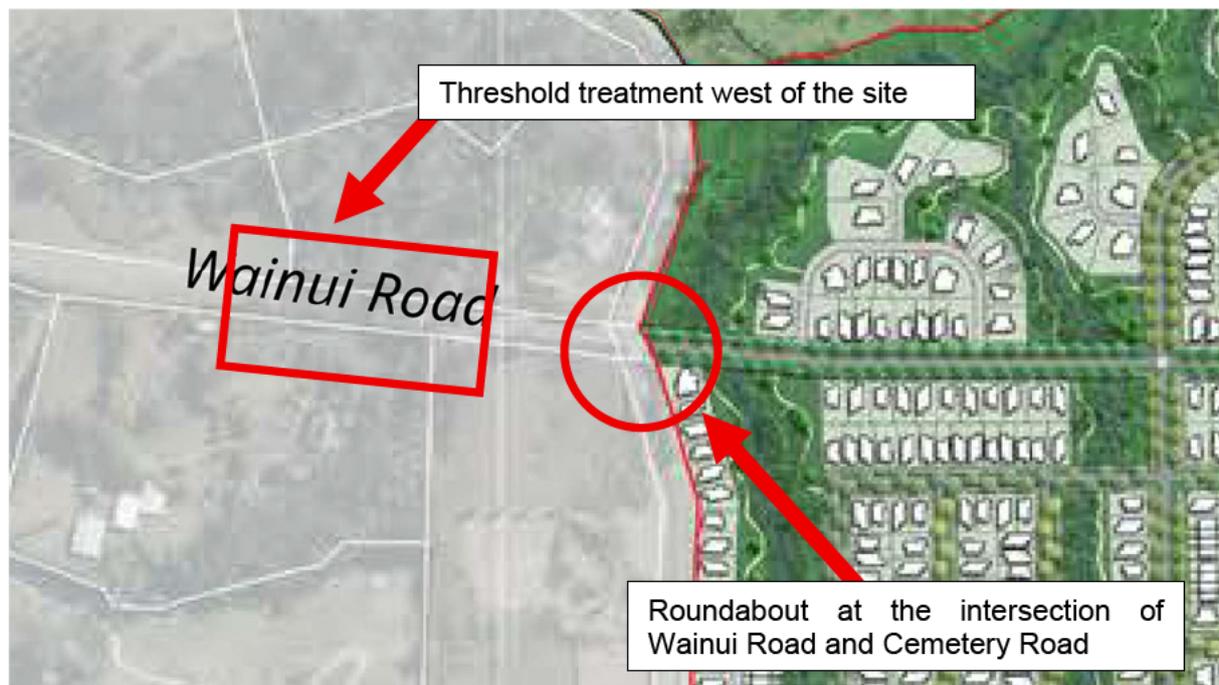


Figure 1: Wainui Road west of the development.

Memorandum

Internal to the development

Road Hierarchy

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

Active Modes

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

Intersection Forms

8. Where crossroads are proposed the preferred intersection treatment is a roundabout. For intersections on collector or arterial roads a compact roundabout design (where the central island has a mountable apron but is not necessarily fully mountable) is appropriate. Where the intersection is of two local roads a mini-roundabout design with a fully mountable central island is appropriate. I have marked up potential locations for roundabouts in the northern part of the site in Figure 2 as an example.

Memorandum

9. Milldale Central to the south and east of the site has many examples of both compact and mini-roundabout designs which can be adapted for the Milldale North and West site



Figure 2: Example of potential compact roundabout (red) and mini-roundabout locations (blue).

10. Left-in/left-out (LILO) only treatments should be used on arterial road intersections with local roads where there are roundabouts located close by in either direction. I have shown an example of this in Figure 3.
11. A raised intersection treatment can also be considered for the intersection of two local roads where there is a cross-roads.

Memorandum



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

Intersection Angles

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

Memorandum

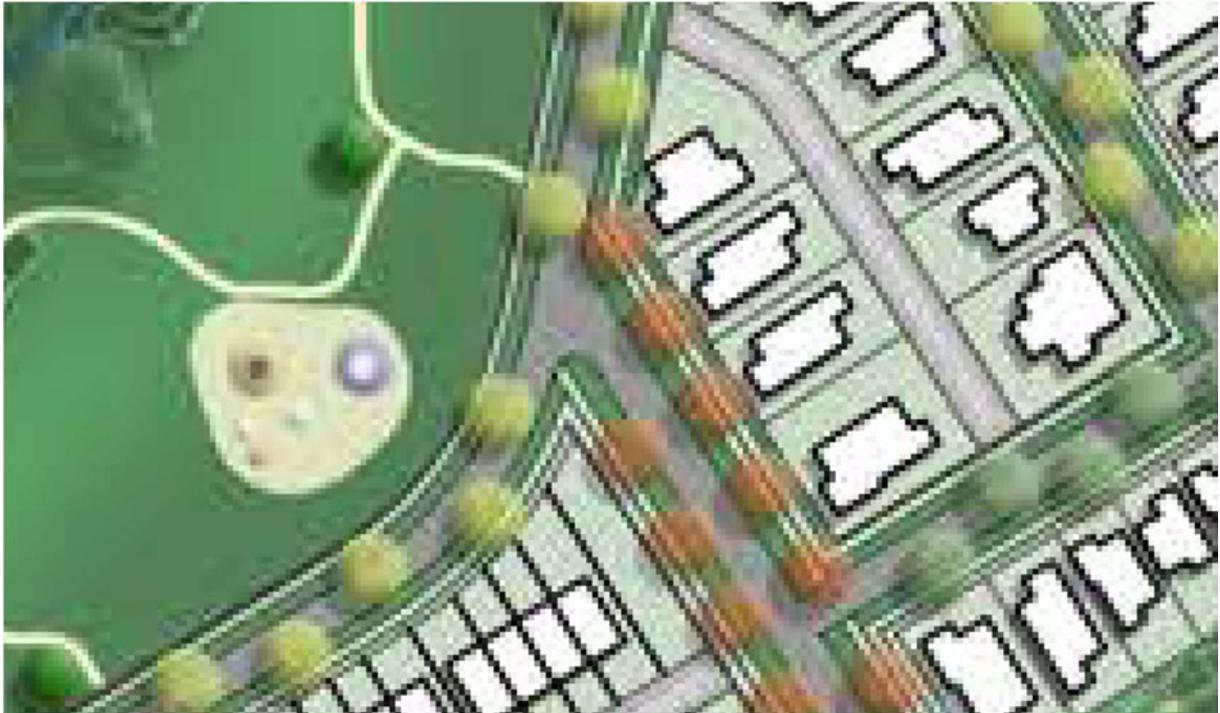


Figure 4: Example of a Y-shaped intersection.



Figure 5: Example of a Y-shaped intersection.

Memorandum

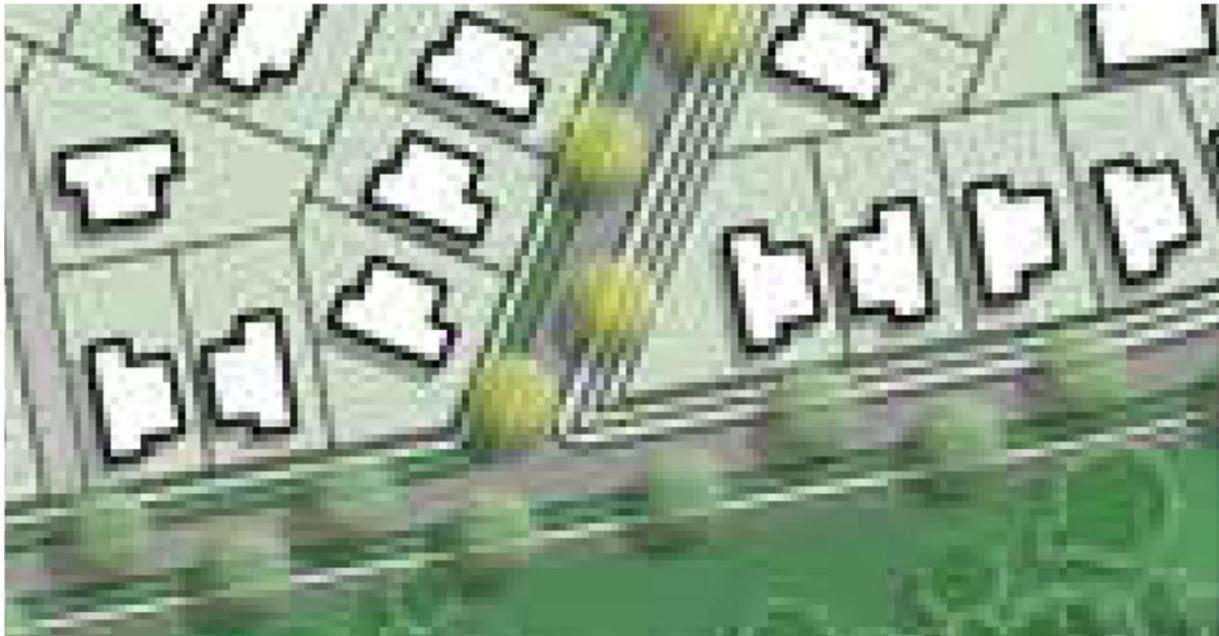


Figure 6: Example of a Y-shaped intersection.

Driver Sight Distances at Intersections

15. Intersections should be positioned away from curves in order to ensure that engineering standards (specifically Austroads Guide to Road Design Part 4A Safe Intersection Sight Distance) requirements can be met.
16. I have shown some examples of potentially problematic intersections from the master plan below.

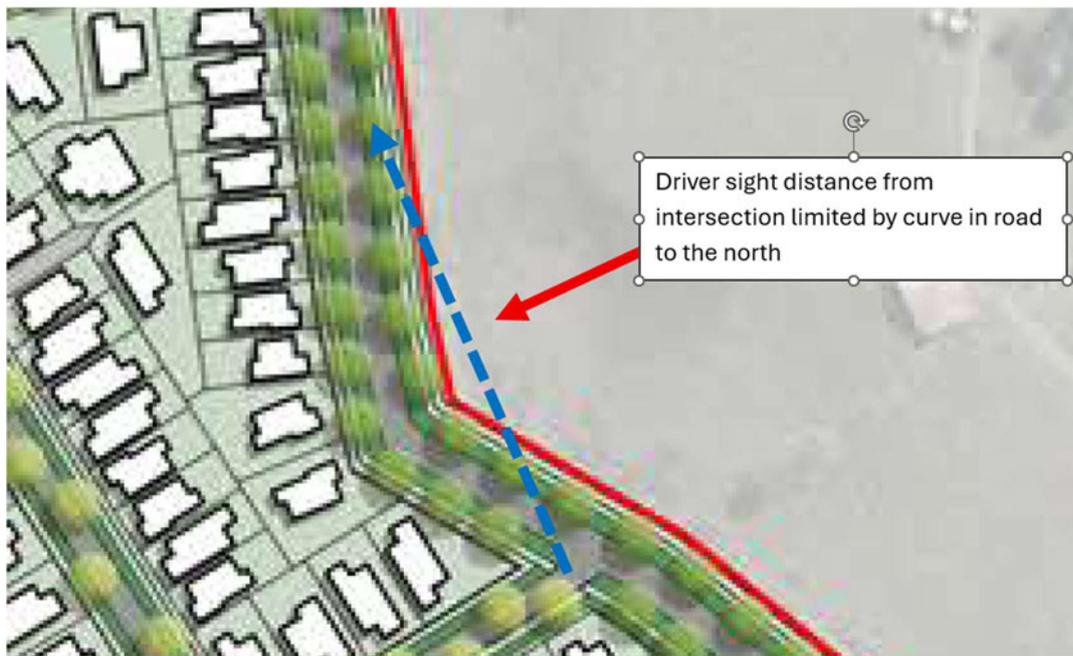


Figure 7: Example of driver sight distance from intersection limited by curve.

Memorandum



Figure 8: Example of driver sight distance from intersection limited by curve.



Figure 9: Example of driver sight distance from intersection limited by curve.

Memorandum

Traffic Calming

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

Vehicle Tracking

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

External Perimeter of the Site

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

Memorandum



Figure 10: Example of road requiring a turning head where it connects to adjacent land.



Figure 11: Example of two roads requiring turning heads where they connect to adjacent land.

26. An active modes walkway/cycle path connection is needed in the location indicated in Figure to connect to the connection proposed in the previous consent for the land to the north.



Figure 12: Active modes walkway cycleway connection location.

Wainui Rd – East of the Development

27. Using Council Geomaps I have measured that the driving distance from the end of the northbound off-ramp at the State Highway 1 / Wainui Road intersection to the intersection of Wainui Road and Lysnar Road is approximately 1.6km, while the driving distance via the Lysnar Road / Sidwell Road route to the south is approximately 1.9km.
28. Because the route is slightly shorter I expect that a significant proportion of the drivers travelling between the motorway and the new dwellings which the proposal will facilitate will use Wainui Road east of the development and that this additional traffic will necessitate upgrades of the road to address potential traffic safety and operational effects.
29. For the other direction, travelling from the intersection of Wainui Road and Lysnar Road to the end of the southbound motorway off-ramp is travel distance is shorter via the Lysnar Road / Sidwell Road than the Wainui Road link by around 0.2km. I expect that some trips originating from the site will still travel to the motorway via the Wainui Road route due to driver preference.

Memorandum

30. The effects of increased traffic at the intersection of Wainui Road and Upper Owera Road is of particular concern. This intersection is currently laid out as a priority controlled T-intersection with a Give Way control on the Upper Owera Road arm of the intersection. There is no right turn bay for drivers turning right into Upper Owera Road, which means these drivers must wait in the westbound traffic lane. There are minimal shoulders in this part of Wainui Road and westbound through traffic cannot track onto the shoulder to pass a waiting vehicle. Figure 13 shows an aerial image of this intersection.
31. Drivers waiting in the westbound lane to turn right into Upper Owera Road are at risk of being involved in a rear-end type crash with westbound vehicles on Wainui Road. Furthermore they are more likely to take shorter gaps in the stream of eastbound traffic when turning into Upper Owera Road due to social pressure to not block the lane and potential awareness that stopping in the lane exposes them to rear-end type crashes. Taking shorter gaps increases the likelihood of a side impact type crash with eastbound traffic.
32. The NoR6 drawings for this intersection show it as a future roundabout and I consider that this should be constructed at the same time as the proposed development by the consent holder as mitigation for traffic safety effects.



Figure 13: Intersection of Upper Owera Road and Wainui Road. Source: Auckland Council Geomaps, image circa 2024/25.

Memorandum

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

ITA for the Private Plan Change / Wider Area Upgrades

34. I have been provided with a copy of the Integrated Transportation Assessment (ITA), dated October 2024, for the Wainui FUZ Private Plan Change application. Similar document was prepared in 2019 for the existing Milldale development south and east of the site.
35. Should the proposal be referred to a panel the applicant should provide an ITA for the site as part of their assessment of effects. I suggest that the plan change ITA could be adapted for this purpose.
36. Table 6 of the Private Plan Change ITA gives a list of dwelling thresholds and infrastructure upgrades. I would expect that as a condition of the consent for the proposed fast track application these upgrades are in place before the threshold number of dwellings is exceeded. This would follow the same approach as was used for the existing Milldale development to the south and east of the site.

Disclaimer / Important note:

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