



Fulton Hogan

LAND DEVELOPMENT LTD.

B&A

Urban & Environmental

Milldale Stages 14 - 17

Consultation Summary

Fast-track Approvals Act 2024 Application

17 August 2026

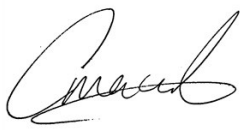
Status:

Final 1

Date:

17 August 2026

Prepared by:



Charlotte MacDonald

Associate, Barker & Associates Limited

Reviewed by:



Rachel Morgan

Director, Barker & Associates Limited

Contents

1.0	Introduction	4
2.0	Auckland Council	5
2.1	Plan Change Background	5
2.2	Referral Application	5
2.3	Substantive Application	5
3.0	Waka Kotahi New Zealand Transport Agency	10
4.0	Ministry of Education	11
5.0	Watercare	11
6.0	Iwi Consultation Summary	12
7.0	Adjacent Property Owners	16

Attachments

Attachment A: Referral Application Consultation Summary

Attachment B: Meetings minutes with Auckland Council

Attachment C: Meeting minutes with NZTA

Attachment D: Letter from Ministry of Education

Attachment E: Letters from Te Kawerau a Maki

Attachment F: Letter sent to Adjacent Property Owners

1.0 Introduction

This consultation summary has been prepared in support of the fast-track application for Milldale Stages 14 - 17 ('the Project').

During the development of the Project, Fulton Hogan Land Development (FHLD) ('the Applicant') and its representatives have undertaken consultation with the New Zealand Transport Agency Waka Kotahi ("NZTA"), Ministry of Education ("MoE"), Auckland Council, including Healthy Waters, Auckland Transport and Watercare Service Limited ("Watercare") and the Rodney Local Board. Consultation was also undertaken with iwi authorities (Ngāti Manuhiri, Te Kawerau a Maki, and Ngāti Whanaunga). The objective of this consultation was to discuss the proposal and infrastructure proposed to service the development, understand any issues that may exist with the site, locality and development as well as the information requirements needed for the application.

Although consultation is not a statutory requirement for a substantive application for a referred project under the FTAA, the Applicant has nevertheless undertaken consultation with relevant parties to inform the development of the proposal and application. This consultation has been undertaken to meet, and exceed, the relevant requirements of sections 11 and 29¹ of the FTAA, as well as Schedule 5, clause 5(d)² of the FTAA.

Consultation and engagement has been carried out through a number of online and in-person meetings and workshops, emails and written correspondence. The details of consultation undertaken with the stakeholders is set out below.

¹ Consultation and notification requirements for a referral application and for a listed project.

² Requirement to provide the full name and address of adjacent owners and occupiers after reasonable inquiry.

2.0 Auckland Council

2.1 Plan Change Background

FHLD lodged the Milldale North and Wainui West Private Plan Changes jointly in 2024, which was supported by a Structure Plan for the area that underwent extensive public and stakeholder consultation.

The Plan Changes are currently progressing through the pre-notification steps and it is anticipated that the Council will shortly decide whether to accept the applications for processing under clause 25 of the RMA. To inform the Plan Changes, FHLD prepared a Structure Plan for the wider area in 2023. As part of this, extensive consultation was undertaken with iwi organisations, including Te Kawerau ā Maki and Ngāti Manuhiri in particular; Auckland Council and Council Controlled Organisations; NZTA; the Ministry of Education; landowners within the Structure Plan area, and the local community and general public via a Community Day in November 2022. A range of issues were identified through this process that the Structure Plan, the abovementioned Plan Changes and this Substantive Application respond to. This consultation highlighted the importance of the Ōrewa Awa, green and active mode connections, and support for the secondary school and supporting community facilities.

Stages 14-17 implements the outcome of this Structure Plan process, including generally being consistent with the transport network and residential land uses indicated. The Ōrewa Awa and the surrounding stream network are key elements that the development layout is structured around, with the Neighbourhood Park in Stage 14H and supporting commercial being a key focal point, connecting the development with Te Korowai o Maraeariki in the north and the Milldale Town Centre in the south. This expansive north to south connection is supported by the main multi-modal connection across the Ōrewa Awa. Logical connections to the future school campus are provided for and these have been discussed with the Ministry of Education.

2.2 Referral Application

The Referral Application for the Project was lodged in November 2025. In preparing that application, consultation was undertaken with the Ministry for the Environment, Auckland Council, Auckland Transport, NZTA and iwi. An overview of the consultation undertaken and the feedback received is included at **Attachment A**. An overview of the iwi consultation undertaken as part of the referral application is included in Section 6 below.

2.3 Substantive Application

A series of meetings, workshops and site visits have been held with Auckland Council specifically in relation to the substantive application. A summary of these meetings is included below, with meeting minutes included at **Attachment B**.

In addition to the meetings held, the Applicant has had regular discussions with Auckland Council's planning team throughout the project. The Applicant has made effort to provide documentation to Auckland Council for feedback prior to lodgement of the application.

Table 1: Summary of meetings with Council

Date	Meeting Type	Summary
29 January 2026	In person planning meeting	An initial pre-application meeting was held with Auckland Council to discuss preparation of the Milldale North substantive application, including proposed timeframes, the approach to ongoing Council engagement and the key technical matters requiring further discussion. These matters included water and wastewater servicing, transport, ecology, stormwater, economics, open space and drainage reserve vesting, urban design and the overall planning approach, with an emphasis on building on feedback already provided through the referral application and private plan change process to avoid unnecessary rework. The meeting agenda is included in Attachment B.
11 February 2026	Teams meeting to discuss groundwater take	A meeting was held with Auckland Council groundwater specialists and planners to discuss the potential to apply for a groundwater take consent application separate to the fast-track application. Council confirmed that this approach would be acceptable and has been undertaken on other projects. Council confirmed that the applicant would need to provide sufficient evidence to support an increase in groundwater allocation limits. This was further discussed at the meeting on 18 March. No meeting minutes were produced from this meeting.
16 February 2026	Teams meeting with Healthy Waters	A meeting was held with Auckland Council and Healthy Waters to discuss the proposed stormwater management approach for Milldale Stages 14-17, including stormwater devices, discharge consenting, drainage reserves and flood modelling. Healthy Waters supported the proposed “fit for purpose” stormwater strategy and interim standalone discharge consent approach in principle, subject to further refinement, and provided guidance on erosion and stream corridor considerations, reserve vesting and connectivity, and the assumptions and datum requirements to be applied to flood modelling. These matters discussed have been incorporated into the Stormwater Assessment where practicable. Further meetings were undertaken with Healthy Waters as discussed below. Meeting minutes are included as Attachment B.

17 February 2026	Teams meeting with Auckland Transport	A meeting was held with Auckland Transport to discuss the proposed transport network and road design for Milldale North, including road typologies and cross-sections, cycle connectivity, school access, stream crossings, stormwater interfaces and wider network effects. Auckland Transport was broadly comfortable with the majority of the proposed cross-sections, subject to further design review, and identified matters requiring refinement including vehicle crossing conflicts, maintenance and design standards, intersection safety, infrastructure upgrades and the justification of network triggers within the ITA. These matters have been incorporated into the ITA where practicable. Further meetings were undertaken with Auckland Transport as discussed below. Meeting minutes are included as Attachment B.
13 March 2026	Workshop with parks, ecology, urban design / landscape, healthy waters and Auckland Transport. This also involved a site visit.	A workshop and site visit were undertaken with Auckland Council, Auckland Transport and Healthy Waters staff to provide an overview of the Milldale North proposal and enable Council staff to view the site and its key features and constraints. The workshop covered the proposed ecological restoration area, urban design and commercial approach, parks and open space provision, stormwater management and transport matters, with Council generally supportive of key aspects of the proposal while identifying areas requiring further refinement and information as part of the substantive application. These matters have been incorporated into the relevant material where practicable and further meetings were held with Council on several of these topics. Meeting minutes are included as Attachment B. As a follow up, several further conversations have been had with Auckland Transport. Final road typology plans had been shared and agreed. The draft ITA was also provided to Auckland Transport for comment.
18 March 2026	Teams meeting to discuss groundwater take	Representatives for the applicant met with Council to discuss water allocation constraints affecting the Orewa-Waimata/Milldale area and to outline a proposed technical approach for reassessing groundwater availability, including reliance on deeper bores, conservative recharge assumptions, and an adaptive management framework. Council identified the need for a more robust evidence package, particularly

		regarding surface water connectivity, saline intrusion risk, calibration/ground-truthing, and available pumping-test data, with both parties agreeing to clarify information requirements before determining the pathway forward. This was further discussed with Council representatives on 28 May and 22 June. Meeting minutes are included as Attachment B.
9 April 2026	Teams meeting to discuss economics assessment	A pre-application meeting was held with Auckland Council's planning and economic advisors to discuss the appropriate methodology and scope for assessing the Project's regional economic benefits. The discussion covered the geographic scope and significance of benefits, the appropriate counterfactual, housing market and consumer surplus effects, the use of economic impact assessment versus cost-benefit analysis, discount rates and multipliers, with Council emphasising the need for the assessment to clearly justify its methodology, market/catchment definition and treatment of displacement and infrastructure constraints. Meeting minutes are included as Attachment B.
10 April 2026	On site meeting with Councillor Sayers and members of the Rodney Local Board	Discussed the Milldale North and Wainui West Plan Changes and the Substantive Application.
14 April 2026	Teams meeting to discuss urban design matters	A further meeting was held with Auckland Council to discuss the urban design approach for Milldale North, including density and lot typologies, design guidelines, commercial areas, parks, minor dwellings and shared access arrangements. Council was generally supportive of the revised design documentation and overall structure of the design guidelines, while identifying further refinements relating to the number and location of commercial options, park locations, minor dwelling provisions and the design of JOALs in light of updated PC79 requirements. Meeting minutes are included as Attachment B.
24 April 2026	Parks, healthy waters meeting	A further meeting was held with Auckland Council and Healthy Waters to discuss the proposed esplanade and drainage reserves and neighbourhood park provision for Milldale North. Council raised no major concerns with the proposed esplanade reserve widths, subject to further detail and

		review. In relation to drainage reserves, Council questioned whether these needed to be in public ownership, with Healthy Waters noting that reserves which primarily convey stormwater and do not provide additional public benefits could potentially remain in private ownership subject to appropriate covenants; ultimate acceptance would depend on demonstrated public benefit and operational budget capacity. Council was supportive of providing two neighbourhood parks but sought further consideration of their locations and walking catchments, including potentially relocating the parks further east and west to improve their distribution across the development. Meeting minutes are included as Attachment B.
28 May 2026	Teams meeting to discuss surface water take	A meeting was held with Auckland Council to discuss the proposed surface water take from the Ōrewa River to service Milldale North, including the proposed take regime, associated storage reservoir and potential ecological effects. Council advised that the surface water take appeared acceptable in principle, subject to further review of the hydrology assessment, including flow statistics and flood frequency effects, and raised matters relating to monitoring and flow controls, visual effects, ecological restoration and potential reservoir decommissioning. Meeting minutes are included as Attachment B. Since this meeting, the proposal has been amended to a combined surface water take and groundwater take. See comments below relating to the 22 June meeting.
22 June 2026	Teams meeting to discuss combined groundwater and surface water take	A meeting was held with Auckland Council to discuss the proposed surface water and groundwater takes for Milldale North and the consenting approach for these activities. The discussion confirmed that Council was comfortable with the proposed groundwater availability methodology and broadly comfortable with the surface water assessment, with further matters identified for consideration relating to climate change, consent duration, and the potential for saline intrusion and associated monitoring. These matters have been incorporated into the Groundwater Take Assessment, the Surface Water take Assessment and Catchment Hydrology Reports. Meeting minutes are included as Attachment B.
23 June 2026	Planning meeting	This meeting was attended by the Applicant's planners as well as Council planners. Key matters discussed included:

		- Documentation to be included within the application. - Framework for the proposed conditions. - Key issues arising from pre-application meetings to date. No minutes were produced from this meeting.
9 July 2026	Teams meeting to discuss wastewater discharge	This meeting was attended by the Applicant's planners, and wastewater specialists including WWLA and Apex, as well as Council planners and wastewater specialists. No minutes were produced from this meeting; however Auckland Council provided a list of items to be considered for the wastewater disposal following the meeting. This correspondence is included in Attachment B and matters have been addressed within the Treated Wastewater Wetland Report where practicable.
15 July 2026	In person presentation to the Rodney Local Board	Presentation to the Rodney Local Board at their regular meeting, specifically to discuss the proposed neighbourhood parks for the substantive application.
11 August 2026	In person planning meeting	This meeting was attended by the Applicant's planners as well as Council planners. Key matters discussed included: - Draft AEE which had been circulated to Council for review on 7 August. - High level draft condition set which had been circulated to Council for review on 7 August. - List of documents to be submitted with the application. - Key areas of Council - Engagement steps following lodgement of the application. No minutes were produced from this meeting.

3.0 Waka Kotahi New Zealand Transport Agency

A series of meetings have been held with NZTA along with email correspondence specifically in relation to the substantive application. A summary of these meetings is included below, with meeting minutes included at **Attachment C**.

Table 2: Summary of communications with NZTA

Date	Meeting Type	Summary
17 March 2026	Teams meeting	A meeting was held with Waka Kotahi NZ Transport Agency to discuss the transport implications of the Milldale North proposal, including the development yield, planned transport infrastructure upgrades and the methodology for the

		substantive Integrated Transport Assessment. NZTA sought further clarification and sensitivity testing around trip generation, public transport mode share, peak-hour analysis, intersection performance and the timing of infrastructure upgrades, with the Applicant to incorporate these matters into the ITA and proposed infrastructure trigger conditions. Meeting minutes are included as Attachment C.
1 July 2026	Teams Meeting	A further meeting was held with Waka Kotahi NZ Transport Agency to discuss the Integrated Transport Assessment and proposed mitigation at the Silverdale Interchange, including the proposed northbound slip lane, queue metering and associated development triggers. NZTA acknowledged that the modelling demonstration assisted in understanding the rationale for the proposed upgrades, but advised that it could not confirm a final position at the pre-application stage and requested further information on the ITA, alternative mitigation, design compatibility and proposed consent conditions, with ongoing engagement agreed ahead of lodgement. Meeting minutes are included as Attachment C. The Applicant provided the draft ITA and proposed conditions to NZTA on 3 July, with an agreement for NZTA to provide feedback by 14 July. The Applicant subsequently followed up with NZTA on a number of occasions; however, feedback was not received until 12 August. Given the limited timeframe available prior to lodgement, there was insufficient time to fully work through the matters raised in NZTA's feedback. NZTA has, however, confirmed its willingness to continue working constructively with the Applicant following lodgement of the substantive application to resolve any outstanding matters.

4.0 Ministry of Education

The Applicant has met with MoE on a number of occasions to discuss the Application and specifically the interface between the FHLD and the MoE site. A letter has been received from MoE which details the consultation undertaken and this is included in **Attachment D**.

5.0 Watercare

FHLD have had various meetings with Watercare over the Milldale North Plan Change and the current Substantive Application over the past two years where water and wastewater connections

have been discussed. As set out in the AEE, while Watercare has reported that there is capacity available in the existing North Harbour 1 Watermain, it is not yet known whether some of that capacity will be made available. Similarly, it is not known whether any of the additional capacity to become available at the Army Bay WWTP once the planned upgrade is completed will be made available. FHLD and Watercare have a good working relationship and discussions between the two parties will continue.

6.0 Iwi Consultation Summary

All Iwi listed in Auckland Council's mana whenua consultation website have been contacted in relation to the application on several occasions as described in Table 3 below. Of the 12 iwi groups contacted:

The following iwi groups expressed interest:

- Ngāti Manuhiri
- Te Kawerau a Maki
- Ngāti Whanaunga

One iwi group advised that they would not participate:

- Ngāti Whātua Ōrākei

The following iwi did not respond:

- Ngāi Tai ki Tāmaki
- Ngāti Maru
- Ngāti Pāoa
- Ngāti Te Ata
- Ngātiwai
- Ngāti Whātua o Kaipara
- Te Ākitai Waiohua
- Te Rūnanga o Ngāti Whātua

Table 3: Summary of communications with iwi

Iwi	Summary of communications
Te Kawerau a Maki	• Referral application: B&A sent initial letter via email on 8/8/2025 with overview of the proposal and invitation to be further involved. • Archaeological authority application: B&A sent email on 25 March 2026 advising that an archaeological authority was being prepared in relation to the Milldale North development, requesting a response by 3 April. No response was received. • Substantive application: In person meeting and site visit on 19 January 2026 to discuss the substantive application, with a particular focus on the ecological restoration area to the north. The site visit also included

	an inspection of the existing wetland offset sites associated with the consented Milldale substantive application. - Online meeting with Te Kawerau a Maki on 28 April 2026, with the invite also extended to Ngāti Manuhiri who did not attend. The substantive application was discussed, including: - The on-site wastewater treatment plant and wastewater disposal within the northern area of the site; - The groundwater and surface water take to service the development, with a storage reservoir in the northern area of the site; - The proposal for habitat enhancement within the northern area of the site rather than predator proof enclosures; and - An indicative landscaping plan was also shared for the northern area. - Meeting with Te Kawerau a Maki on 14 May 2026, with the invite also extended to Ngāti Manuhiri who did not attend. The substantive application was discussed, including: - Naming of the northern area to “Te Korowai o Maraeariki”; - The preference to connect to the public water and wastewater network, but a private option is being pursued due to Watercare’s current policy position on future urban zoned land; - Discussions regarding potential transfer of Te Korowai o Maraeariki to iwi in the future, with details to be worked through; and - Confirmed that a draft framework of conditions would be shared prior to lodgement of the substantive application, as well as supporting application material. - The Applicant provided the conditions framework for Te Korowai o Maraeariki together with updated layout plans and supporting information to Te Kawerau a Maki and Ngāti Manuhiri on 7 July 2026. - The Applicant provided the draft application documents to Te Kawerau a Maki on 12 August. - The two letters received from Te Kawerau a Maki during this engagement phase are included as Attachment E.
Ngāti Manuhiri	Referral application: B&A sent initial letter via email on 8/8/2025 with overview of the proposal and invitation to be further involved. Archaeological authority application: B&A sent email on 25 March 2026 advising that an archaeological authority was being prepared in relation to the Milldale North development, requesting a response by 3 April. No response was received. Substantive Application: In person meeting and site visit on 19 January 2026 to discuss the substantive application, with a particular focus on the ecological restoration area to the north. The site visit also included an inspection of the existing wetland offset sites associated with the consented Milldale substantive application. - Various emails have been exchanged and also invitations to attend meetings (as noted above). No major concerns have been raised on the Project to date.
Ngāti Whanaunga	Referral application: B&A sent initial letter via email on 8/8/2025 with overview of the proposal and invitation to be further involved, requesting a response by 22/08/2025. No response was received. Archaeological authority application: B&A sent email on 25 March 2026 advising that an archaeological authority was being prepared in relation

	to the Milldale North development, requesting a response by 3 April. The archaeological assessment was sent to Ngāti Whanaunga on 9 April and no comments were received. • Substantive application: An onsite hui has also been held with Ngāti Whanaunga at their request. Ngāti Whanaunga indicated that it intended to prepare a Cultural Values Assessment for the Project. Payment terms were agreed and implemented by FHLD, however, the assessment had not been received at the time this AEE was prepared. Accordingly, no conclusions are drawn on behalf of Ngāti Whanaunga. Any assessment subsequently provided will be considered and responded to through the process.
Ngāi Tai ki Tāmaki	• Referral application: B&A sent initial letter via email on 8/8/2025 with overview of the proposal and invitation to be further involved, requesting a response by 22/08/2025. No response was received. • Archaeological authority application: B&A sent email on 25 March 2026 advising that an archaeological authority was being prepared in relation to the Milldale North development, requesting a response by 3 April. No response was received. • Substantive application: B&A sent email on 4 May 2026 advising that a substantive application was being prepared and requesting any feedback or comments on the application. No response was received.
Ngāti Maru	• Referral application: B&A sent initial letter via email on 8/8/2025 with overview of the proposal and invitation to be further involved, requesting a response by 22/08/2025. No response was received. • Archaeological authority application: B&A sent email on 25 March 2026 advising that an archaeological authority was being prepared in relation to the Milldale North development, requesting a response by 3 April. No response was received. • Substantive application: B&A sent email on 4 May 2026 advising that a substantive application was being prepared and requesting any feedback or comments on the application. No response was received.
Ngāti Pāoa	• Referral application: B&A sent initial letter via email on 8/8/2025 with overview of the proposal and invitation to be further involved, requesting a response by 22/08/2025. No response was received. • Archaeological authority application: B&A sent email on 25 March 2026 advising that an archaeological authority was being prepared in relation to the Milldale North development, requesting a response by 3 April. No response was received. • Substantive application: B&A sent email on 4 May 2026 advising that a substantive application was being prepared and requesting any feedback or comments on the application. No response was received.
Ngāti Te Ata	• Referral application: B&A sent initial letter via email on 8/8/2025 with overview of the proposal and invitation to be further involved, requesting a response by 22/08/2025. No response was received. • Archaeological authority application: B&A sent email on 25 March 2026 advising that an archaeological authority was being prepared in relation to the Milldale North development, requesting a response by 3 April. No response was received.

	• Substantive application: B&A sent email on 4 May 2026 advising that a substantive application was being prepared and requesting any feedback or comments on the application. No response was received.
Ngātiwai	• Referral application: B&A sent initial letter via email on 8/8/2025 with overview of the proposal and invitation to be further involved, requesting a response by 22/08/2025. No response was received. • Archaeological authority application: B&A sent email on 25 March 2026 advising that an archaeological authority was being prepared in relation to the Milldale North development, requesting a response by 3 April. No response was received. • Substantive application: B&A sent email on 4 May 2026 advising that a substantive application was being prepared and requesting any feedback or comments on the application. No response was received.
Ngāti Whātua o Kaipara	• Referral application: B&A sent initial letter via email on 8/8/2025 with overview of the proposal and invitation to be further involved, requesting a response by 22/08/2025. No response was received. • Archaeological authority application: B&A sent email on 25 March 2026 advising that an archaeological authority was being prepared in relation to the Milldale North development, requesting a response by 3 April. No response was received. • Substantive application: B&A sent email on 4 May 2026 advising that a substantive application was being prepared and requesting any feedback or comments on the application. No response was received.
Ngāti Whātua Ōrākei	• Referral application: B&A sent initial letter via email on 8/8/2025 with overview of the proposal and invitation to be further involved, requesting a response by 22/08/2025. No response was received. • A response was received from Aimee Kopeke on behalf of Ngāti Whātua Ōrākei – Whai Māia stated that the site is outside the primary rohe (area of interest) that their team work within. They deferred to their whanaunga at Te Rūnanga o Ngāti Whātua [REDACTED] for direct consultation moving forward on this project.
Te Ākitai Waiohua	• Referral application: B&A sent initial letter via email on 8/8/2025 with overview of the proposal and invitation to be further involved, requesting a response by 22/08/2025. No response was received. • Archaeological authority application: B&A sent email on 25 March 2026 advising that an archaeological authority was being prepared in relation to the Milldale North development, requesting a response by 3 April. No response was received. • Substantive application: B&A sent email on 4 May 2026 advising that a substantive application was being prepared and requesting any feedback or comments on the application. No response was received.
Te Rūnanga o Ngāti Whātua	• Referral application: B&A sent initial letter via email on 8/8/2025 with overview of the proposal and invitation to be further involved, requesting a response by 22/08/2025. No response was received. • Archaeological authority application: B&A sent email on 25 March 2026 advising that an archaeological authority was being prepared in relation to the Milldale North development, requesting a response by 3 April. No response was received.

- | | |
|--|---|
| | <ul style="list-style-type: none"> • Substantive application: B&A sent email on 4 May 2026 advising that a substantive application was being prepared and requesting any feedback or comments on the application. No response was received. |
|--|---|

7.0 Adjacent Property Owners

Pursuant to Schedule 5, Clause 5(d) of the FTAA, a letter was sent to adjacent property owners on 4 May to inform them of the Project and confirm the contact details of those owners and occupiers. This letter is included in **Attachment E**. A map showing the location of the properties that the letter drop was sent to is provided as **Appendix 8** to the AEE. This also includes the contact details for those persons that responded to the letter.

Attachment A: Referral Application Consultation Summary

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	Auckland Council: • Carly Hinde • Dylan Pope • Samuel Holmes • Hedre Dednam • Paul Schischka • Chris Horne • Amber Taylor • Anna Jennings • Hillary Johnston • Dali Suljic • Mereene Mathew Fulton Hogan Land Development • Gregory Dewe • Rachel Morgan • Magdalena Regnault • Cam Wallace • Tim Rickards	Discussion of the overall development proposal and key aspects of the Milldale North Masterplan. The planning memo outlines how the matters raised by Auckland Council have been addressed in the lodged Referral Application. In summary: • 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

Barker & Associates

+64 375 0900 | admin@barker.co.nz | barker.co.nz

Kerikeri | Whangārei | Warkworth | Auckland | Hamilton | Cambridge | Tauranga | Havelock North | Wellington | Christchurch | Wānaka & Queenstown

				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. • No issues were raised from development engineering or Healthy Waters.
--	--	--	--	---

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	[REDACTED]
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	☒	☐	Coastal Erosion	☐	☒
Land Instability	☒	☐	Coastal Storm Inundation	☐	☒
Floodplain	☒	☐	Coastal Storm Inundation (plus 1m sea level rise)	☐	☒
Overland flow paths (ephemeral/intermittent/permanent stream)	☒	☐	Cultural Heritage Inventory	☒	☐
Flood Sensitive	☒	☐	Combined Network	☐	☒
Arterial Roads	☒	☐	Building Frontage Control	☐	☒
Vehicle Access Restriction Control	☒	☐	Geology (rock breaking)	☐	☒

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)	- 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)	- FT Approval is sought for: - Approx. 1,730 dwellings in the (current) Future Urban Zoned-land (FUZ); and - Approx. 131 ha of ecological restoration / offset land 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

	and cycling routes. Consent may be required as part of the FT application for the proposed earthworks activities in this area. - 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: - 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. - 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. - 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.
3) Initial Council Feedback: Planning (Dylan)	- 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.
4) Initial Council Feedback: AT (Hedre / Chris / Paul)	- 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.

	• 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.
5) Initial Council Feedback: Watercare (Anna & Amber)	• 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: [REDACTED]]

	• 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.
6) Initial Council Feedback: Healthy Waters (Hillary, Mereene & Dali)	• 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.
7) Reg Engineering (Samuel)	• Samuel confirmed that he had no queries.
8) Consultation	• 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	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	- 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.

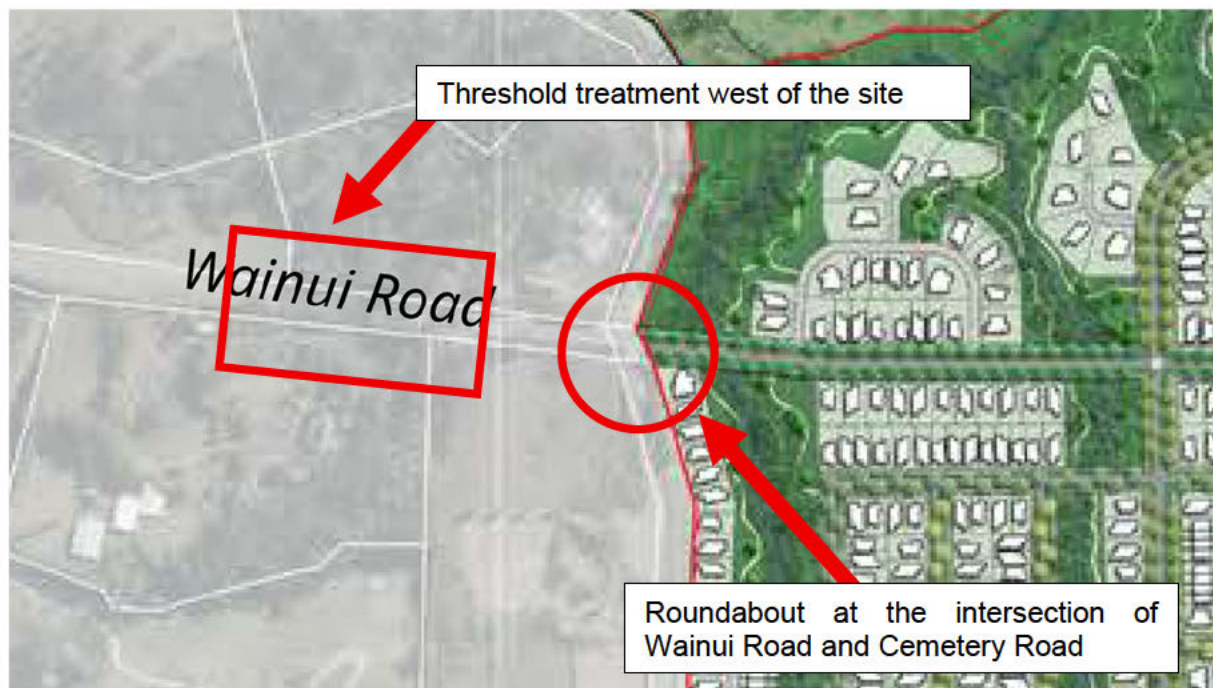


Figure 1: Wainui Road west of the development.

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

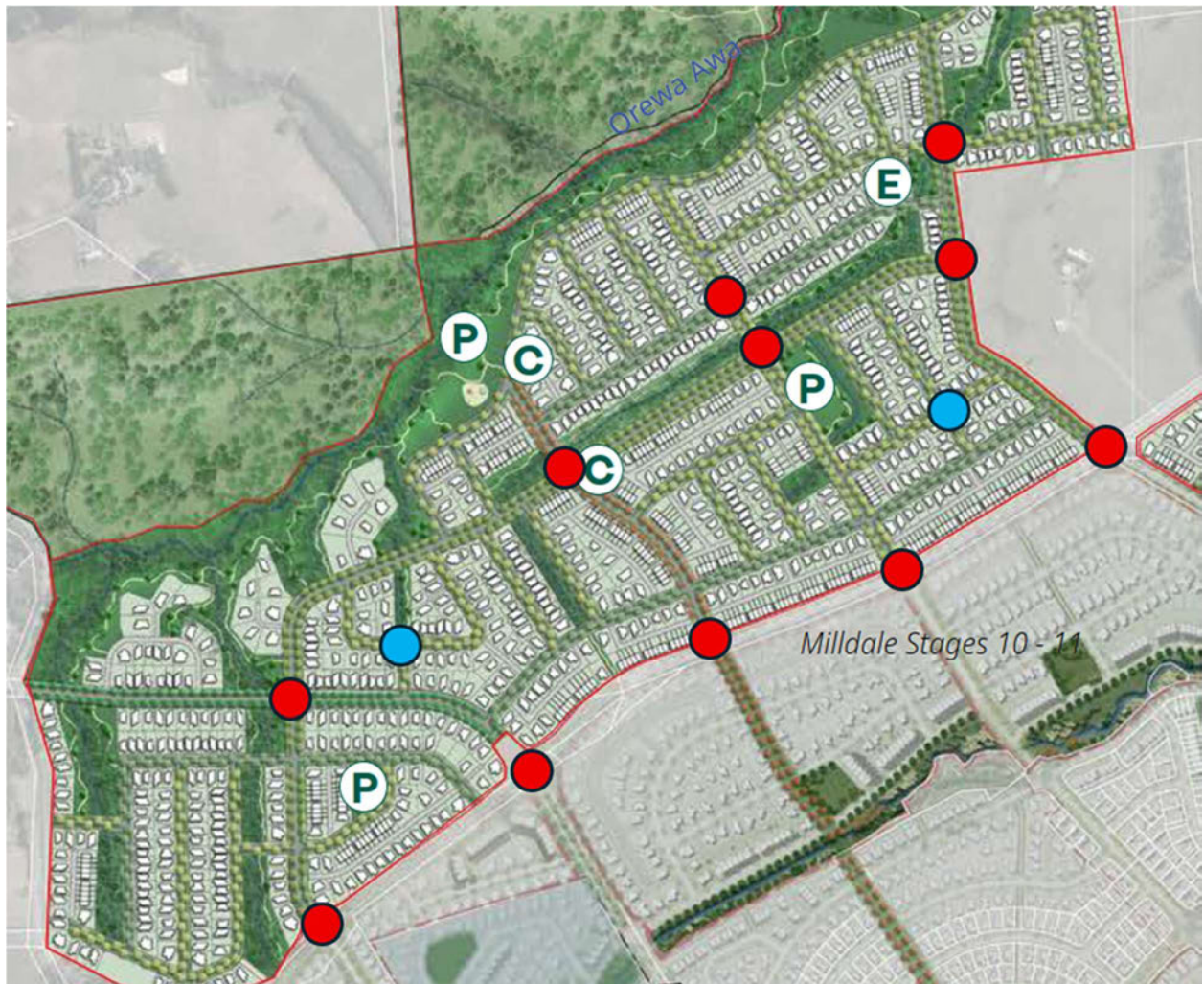


Figure 2: Example of potential compact roundabout (red) and mini-roundabout locations (blue).

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

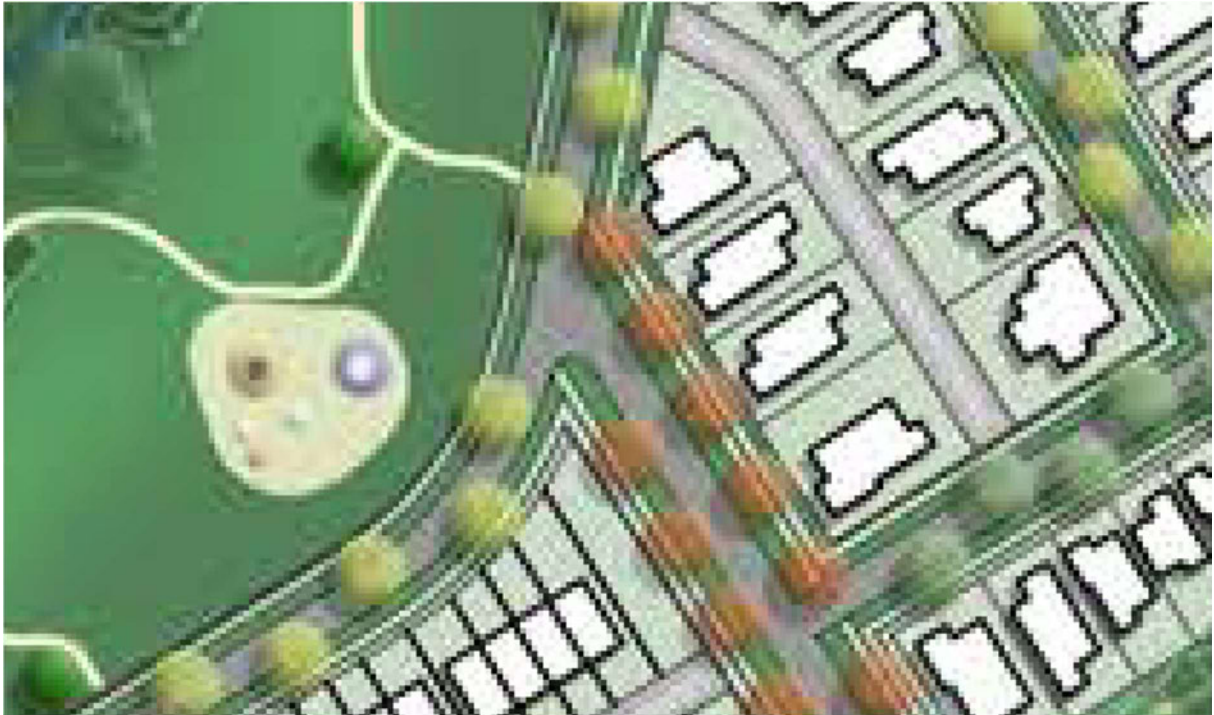


Figure 4: Example of a Y-shaped intersection.



Figure 5: Example of a Y-shaped intersection.

Memorandum

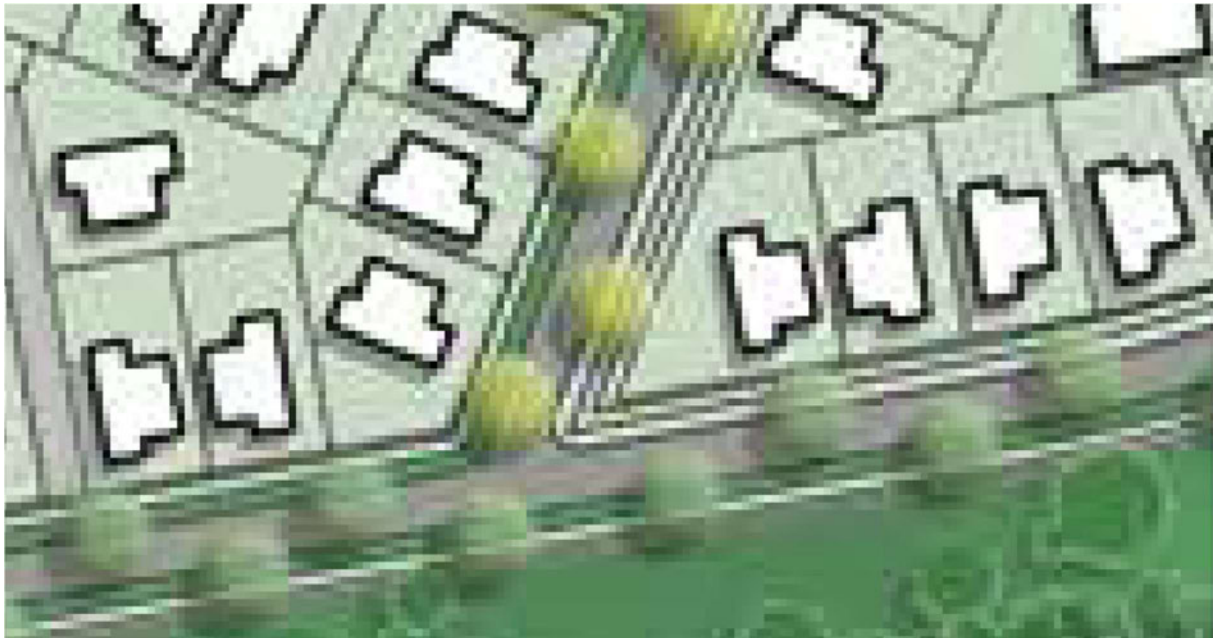


Figure 6: Example of a Y-shaped intersection.

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.

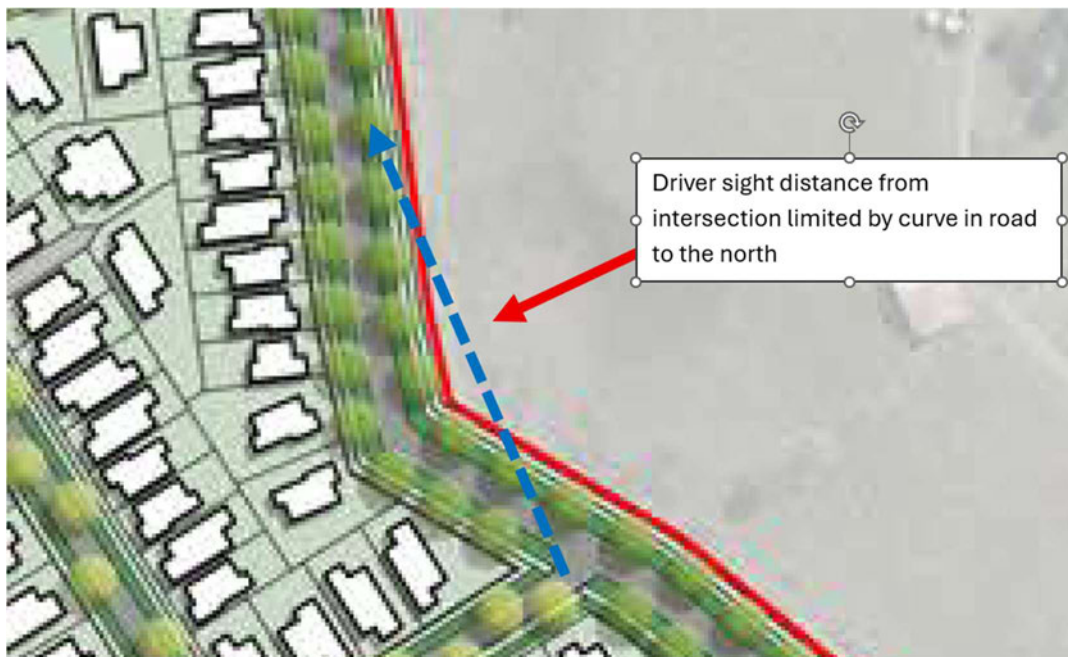


Figure 7: Example of driver sight distance from intersection limited by curve.

Memorandum



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

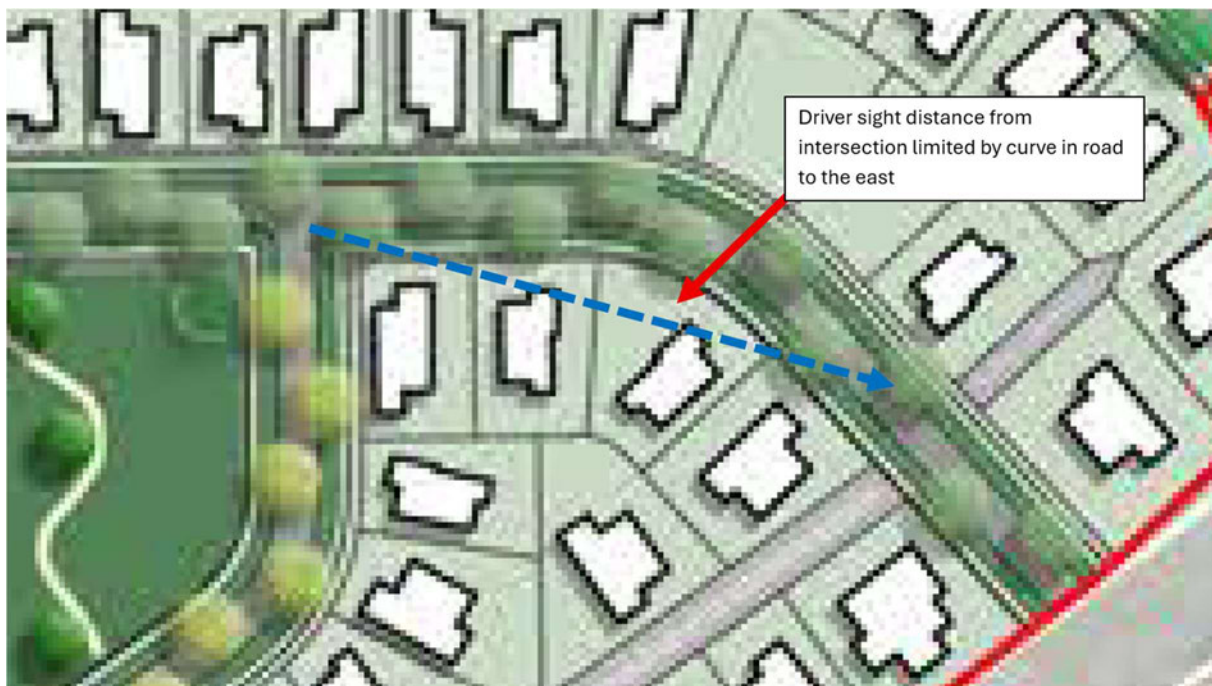


Figure 9: Example of driver sight distance from intersection limited by curve.

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.

Memorandum

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.

Attachment B: Meetings minutes with Auckland Council

Project: Milldale North – Substantive Application Preparation

Date: 29 January 2026

Time: 11am @ Auckland Council offices

Attendees: Dean Williams; Carly Hinde; Greg Dewe; Rachel Morgan

Item	Detail
1	Progress with Milldale North Referral Application: - Any outstanding Council comments or queries. - Key issues arising. - Timeframes for a decision.
3	Milldale North Substantive Application – Timelines - End-January 2026 - Preliminary scheme plan. - End-January/early February 2026 - Specialist team engaged (see Appendix 1 below). - End-January/early February 2026 -Iwi engagement. - From February 2026 - Council pre-application meetings. - June 2026 – lodge Substantive Application.
2	Lessons learned for Council engagement on 10-13/4C Substantive Application: - Positives: ➤ Good level of engagement and timeframes worked well. ➤ Many issues resolved constructively e.g. design guidelines. - Challenges: ➤ Difficult to distinguish genuine key/strategic issues from matters of design detail. ➤ Repetitive comments for areas of disagreement e.g. drainage reserves. Added cost and created confusion towards the end of the process.
4	General approach: - Build on the feedback we already have to avoid rework (see summary at Appendix 2 below): ➤ Extensive feedback on Milldale North Plan Change. ➤ Feedback already provided on Referral Application. - Once lodged keep to specified feedback periods and mutually agreed format: - Comments on lodged application. - Any Panel directed discussions/conferencing on comments. - Comments on draft conditions. - Any Panel directed discussions/conferencing on conditions. - Applicant to identify at each step what has changed in the design and position on Council comments. Where no change is made rely on earlier comments – no need to repeat previous feedback.

Item	Detail
4	Key pre-application issues for discussion: • Wastewater and water supply: ➤ Design of temporary wastewater treatment plant. ➤ Water take consent requirements and temporary water treatment plant design. ➤ Ownership and location of services / provision for transition to public services in the future. • Transport/Auckland Transport: ➤ Road types and design. ➤ Wainui Road access. • Ecology: ➤ Stream and wetland classification. ➤ Extent of realignment and reclamation proposed / offset & compensation proposal. • Stormwater/Healthy Waters: ➤ SMP scoping confirmation of assumptions for flood modelling. • Economic ➤ Scope for assessment of economic effects and project benefits. • Open Space ➤ Location and size of proposed parks. ➤ Approach to vesting including drainage reserves (see note below re Development Agreement). • Urban Design ➤ Overall site layout / key moves. ➤ Scope and approach to Urban Design Guidelines. • Planning ➤ Scope and approach to application, assessment, conditions etc. Note: FHLD intend to seek a Development Agreement with Council to address funding gaps given that the land is FUZ and not currently provided for in the Council's DC Policy.

Appendix 1: Milldale North Substantive – Project Team

Discipline	Expert
Geotechnical	Gibb Ritchie – Chris Ritchie
Arboricultural	Arborlab – Jon Redfern
Ecology (freshwater and terrestrial)	Viridis – Mark Delaney <i>Potential for peer review if necessary</i>
Surveying:	Woods – Jamie Whyte
Hydrology & groundwater	WWLA – Jon Williamson
Civil engineering	Woods – Jamie Whyte/ Tim Rickards
Stormwater	Woods - Pranil Wadan
Contamination	Groundwater and Environmental Services – Andrew McDonald
Archaeological	Clough and Associates – Ellen Cameron
Urban design	B&A – Cam Wallace
Economic	Insight – Fraser Colgrave <i>Natalie Hampson – peer review</i>
Transport	Stantec – Trevor Lee-Joe
Landscape	B&A – Joe McCreedy
Adaptive Management Plan	Southern Skies – Zac Woods
Acoustic	Styles Group - Jon Styles
Air discharge (for WWTP)	Air Matters – Robert Murray
WWTP design	Apex – Matt Savage
Water treatment plant design	TBC
Planning	B&A – Rachel Morgan/Charlotte McDonald

Appendix 2: Summary of Council feedback already provided

Council Feedback	FHLD Response
Referral Application	
Watercare (Anna Jennings/Amber Taylor)	
Servicing for the site will not be available until the timeframes set out in the FDS.	Temporary on site private water and wastewater solutions are proposed until such time as public servicing is available.
Auckland Transport (Chris Horne/Paul Schischka)	
Wainui Road / Upper Orewa Road intersection to be upgraded and assess whether other mitigation/upgrades are required to Wainui Road to the east of the development.	Area of disagreement. No upgrades are proposed east of Lysnar Road/north-eastern extent of Milldale North development.
Threshold treatment for western section of Wainui Road.	No issue in principle. To address through masterplan for substantive application.
Need to review the road hierarchy and design (as per memo from Paul Schischka dated 25 August 2025).	Currently working through these matters. To address through masterplan for substantive application.
Connections to MoE site and Cemetery Road upgrade.	Currently working through these matters. To address through masterplan for substantive application.
Private Plan Change Application (Various)	
Note: A full suite of technical reporting has been prepared in support of the Private Plan Change, including a Milldale North Structure Plan, which the fast track proposal is consistent with. We are now in the third and final round of comments on the Plan Change application.	
Feedback on location of centres in the plan change area and rationale.	Further analysis provided by Insight Economics and B&A (urban design). The centre proposed on the northern side of Wainui Road in the plan change is outside of the fast track area.
Various feedback provided on the transport triggers. Feedback suggests that there is broad agreement to these triggers and this is reflected in the feedback provided by Auckland Transport on the referral application.	The ITA is yet to be prepared for the substantive application but it will be consistent with the transport triggers proposed in the Plan Change application.
Various feedback provided on the economic assessment and the impact of bringing the development forward in terms of impacts on the sequencing of other developments and infrastructure provision.	Further analysis provided by Insight Economics will be built on for the substantive application.
Advice requesting varied riparian margin setbacks.	To address through the masterplan and survey plan for the substantive application.

Feedback provided on the adequacy of open spaces proposed.	To address with open space policy and acquisition team. Masterplan for the substantive application is generally consistent with the precinct plan for the Private Plan Change.
Feedback provided on the location of density / zones which has informed the proposed zoning pattern for Milldale North.	The Masterplan for the substantive application reflects feedback already provided, including the location of lower densities on the northern side of Wainui Road.

Project: Milldale North: Healthy Waters Meeting

Date: 16 February 2026

Location: Online

Attendees:

Name	Role/Organisation
Rachel Morgan	Barker & Associates (Applicant planner)
Charlotte MacDonald	Barker & Associates (Applicant planner)
Jamie Whyte	Woods (Applicant engineer)
Tim Rickards	Woods (Applicant engineer)
Sam Kirk	Woods (Applicant engineer)
Pranil Wadan	Flowstate Consulting (Applicant Engineer)
Carly Hinde	Auckland Council – principal project lead
Dylan Pope	External Council Planner
Hillary Johnson	Healthy Waters
Dali Suljic	Healthy Waters
Ning Ma	Auckland Council
Mereene Matthew	Auckland Council

Item	Detail	Agreed Outcomes / Actions
Purpose of Meeting		
1	- Early engagement with Healthy Waters on the Milldale North stormwater management strategy in advance of substantive application lodgement. - Confirm direction on stormwater management approach, reserve vesting expectations (including council acceptance criteria and connectivity), and flood modelling assumptions/datum requirements.	
Stormwater Management Strategy		
2	- The applicant team outlined a “fit for purpose” stormwater management strategy, using devices appropriate to each catchment. - Healthy Waters preference was noted for fewer/larger devices rather than multiple devices in close proximity where practical, though the concept approach was generally accepted at this stage.	Agreed outcomes “Fit for purpose” device strategy is supported in principle, with further refinement expected at substantive stage (including

		device consolidation where feasible).
Geomorphology		
3	- It was noted that stormwater device placement and offsets need to be coordinated with erosion assessment requirements and esplanade reserve setbacks. - Ning's involvement was confirmed for erosion/sediment considerations including flow velocity, energy dissipation, and natural character effects. - Relevant plan change comments will be carried forward into the fast-track/substantive workstream.	Agreed outcomes Erosion assessment outputs and stormwater layout/offsets will be coordinated (including esplanade reserve setbacks) prior to finalising layouts.
Discharge Consent / SMP Approach		
4	- Discussed whether Milldale North should proceed with a standalone Stormwater Management Plan (SMP) or prepare an update to the wider SMP prepared for the Plan Change, acknowledging that this covers a larger area. - Recommended pathway was to pursue a standalone interim discharge consent for Milldale North (similar to a Drury approach), with surrender once the plan change/wider framework resolves. - The process for surrendering an interim consent once the plan change is resolved needs confirmation.	Agreed outcomes Interim/standalone discharge consent approach is supported in principle.
Drainage Reserves		
5	- Healthy Waters emphasised that acceptance of vested land is not automatic just because it performs a drainage function; council decisions are strongly influenced by community outcomes and operations and maintenance implications. - Connectivity and functional linkages through/into proposed reserve areas were highlighted as critical—particularly in western open space areas where access/linkage may be constrained. - A workshop was recommended: the applicant team to present proposed reserves, linkages, footpaths and design details to Parks, Healthy Waters and Planning for early feedback on “non-negotiables” prior to formal submission.	Agreed outcomes Council acceptance/vesting criteria will be addressed on a broader “community outcomes + connectivity” basis (not just drainage function), and a cross-council pre-workshop will be scheduled once the applicant team has refined the reserve/linkage package and reviewed the open space strategy.

• The applicant team is currently reviewing site conditions and stream widths to determine potential esplanade reserve locations. • Dali advised that council's reserves criteria should be reviewed by the applicant team, focusing on ensuring sufficient connectivity to proposed reserve areas. • Dali further advised the applicant team should review the full Manaaki Tāmaki Makaurau: Auckland Open Space, Sport and Recreation Strategy (not only selected vesting criteria), as there is overlap across objectives/policies relevant to council acceptance; once reviewed, a separate discussion should be held with Open Space and Parks teams.	Actions • B&A and Council to arrange additional meeting with Parks and Healthy Waters.
--	--

Flood Modelling

6	• Flood modelling builds on the Wainui SMP / plan change work; the existing model was considered well set up and suitable to be updated for this project. • Discussion covered future development scenario assumptions (Maximum Probable Development / MPD), including how far to go beyond current zoning without becoming speculative. Healthy Waters to discuss this internally and provide applicant with confirmed approach. • Concerns were raised about wetlands proposed within stream corridors potentially reducing floodplain storage and affecting flood levels; sizing/necessity and placement need verification. • Stream corridors in some locations were noted as appearing narrow; wider corridors preferred for resilience. • Milldale North site elevation was noted as generally high relative to the river; significant flooding impacts on the development were not anticipated (subject to confirmation through modelling and design). • Council requirement (as of Feb 2026) is for all application materials to be in NZVD2016; mixed datum outputs create conversion risk and recent project issues were referenced. • Healthy Waters to discuss internally to align on flood modelling assumptions (incl. future development scenarios and culvert design assumptions), then provide formal feedback on the agreed assumptions to the applicant team.	Post Meeting Notes provided by Healthy Waters: • Flood modelling approach: In this case, the flood model to be submitted to Healthy Waters for review can be in AVD46 given the history of the overall project. However, all other application material, including the flooding report and engineering plans, need to be in NZVD2016 as per current Council requirements. It is expected that Applicant's engineers will do the necessary conversions and record how these were completed as part of their reporting. • The Maximum Probable Development (MPD) scenarios will include catchment imperviousness based on the current AUP zoning. For Future Urban Zone (FUZ) areas the imperviousness shall be set to 70%.
---	--	--

Project: Milldale North: Auckland Transport Meeting

Date: 17 February 2026

Location: Online

Attendees:

Name	Role/Organisation
Rachel Morgan	Barker & Associates (Applicant planner)
Charlotte MacDonald	Barker & Associates (Applicant planner)
Jamie Whyte	Woods (Applicant engineer)
Tim Rickards	Woods (Applicant engineer)
Sam Kirk	Woods (Applicant engineer)
Trevor Lee-Joe	Stantec (Applicant transport engineer)
Carly Hinde	Auckland Council – principal project lead
Dylan Pope	External Council Planner
Paul Schiska	Auckland Transport external consultant
Hedre Dednam	Auckland Transport
Chris Horne	Auckland Transport external consultant

Item	Detail	Agreed Outcomes / Action
Purpose of Meeting		
1	- To review the Milldale North concept plans and proposed road typologies/cross-sections with AT and confirm key matters requiring clarification ahead of progressing scheme plan boundaries and substantive application documentation. - To identify issues requiring AT internal review (property, stormwater, design standards) and confirm next steps and timeframes.	
Road Typologies and Cross-Sections		
2	- The applicant team presented the scheme plan and a set of road typologies, with the intent to lock in agreed road topologies early so boundaries can be set correctly and scheme plans prepared for AT feedback. - Cycle connectivity was a key focus, including the use of cycle lanes on collector road reserves (noting vehicle crossing conflict risks and the intent to minimise those conflicts where possible). - Some locations (e.g., around roundabouts) require transitions/narrowing of facilities (e.g., shared path	Actions - Updated cross-sections to be circulated to AT following minor revisions (<i>completed</i>). - AT to provide written feedback on the road typologies and cross-sections. - Applicant team to review items provided by Paul.

alignment through the carriageway) which AT noted and will need to be checked through detailed review. • Local road sections discussed included a 6m carriageway with parking and a recreational/shared path alongside, generally adjacent to reserve areas. • Paul indicated he was broadly comfortable with the majority of the cross sections provided subject to items below (<i>provided post-meeting</i>): ○ Collector roads – review vehicle crossing conflicts with standard collector road cross section (also flagged across wider Milldale). ○ Stream-edge collector roads / road with berm – Parks team to review with applicant team, including esplanade reserve interface, potential pedestrian bridges, and cycle routes in NW area. ○ Local roads – review potential for wider back-berm; consider consent notices for fence/landscaping heights and permeable fencing to reduce pedestrian conflicts. ○ Stream-edge road with parking – assess need for AT departure (600mm berm too narrow for maintenance; 3m path below 4m AT shared path standard). ○ Future school access – review 800mm berm width for maintenance; assess grass vs concrete treatment. ○ Cemetery Road upgrade – review swale area and gradients (1:3) due to maintenance; consider 1:6 and using full berm. ○ Wainui Road West – review footpath proximity to rain gardens and options to reduce number of rain gardens. ○ Roundabouts – review sightlines; review existing Y-shaped junctions and potential replacement with roundabouts. ○ NE area (north of Lysnar Road) – review road along stream; confirm stream widths and esplanade reserve outcomes currently being reviewed; confirm turning/rubbish truck manoeuvring on “purple road”. ○ WWTP access / northern ecological area – confirm proposals (TBC) and continue iwi engagement re accessways (including cycle network) and WWTP access (including tanker access). ○ Address AT referral comments on Wainui and Upper Orewa Rd intersection/road (AT safety concerns) – provide justification for why works to improve the existing access road are/are not proposed.	
--	--

	○ Review sections/gradients, sightlines, non-90-degree intersections, and PC79 raised kerbs further (confirm compliance / departures and update drawings accordingly).	
School Access		
3	• Access arrangements to the future school site were discussed. • General agreement was reached to shift/locate the road along the long edge of the school boundary/gate line (to support access outcomes). • The importance of a collector connection for PT network integration and cycle lanes was noted; however, there was uncertainty about the final location of the school's main entrance. • Maintenance/constructability detail was raised for the berm/interface at school access locations, including minimum berm widths and whether treatment should be grass or concrete.	Agreed outcomes • Road alignment along the long edge of the school boundary is supported in principle, with remaining details to be resolved (entrance location, berm treatment).
Bridge / Stream Crossings		
4	• Streams/wetlands and broader ecological constraints were acknowledged as key drivers of the road layout and crossing opportunities. • A bridge crossing is required and expected to be part of the cycle network; intersection widths must accommodate large vehicle access as well as pedestrian crossing functions. • There was discussion about whether a bridge could be single-span (to be confirmed through design).	Actions • The applicant team will progress bridge crossing concept development and confirm form/requirements through further design work and review.
Road Encroachment Licence		
5	• Watercare servicing was discussed, including private vs public infrastructure options and the potential need to vest pipes. • Auckland Transport raised that an encroachment licence may be required for private wastewater pipes within road reserve, but no indication had yet been given on whether AT would support this (further advice required).	Actions • B&A to follow up with AT to confirm the servicing pathway and implications for vesting/road reserve approvals (<i>completed</i>).

Stormwater drainage reserves

6	• Raingardens are not a preferred outcome but may be required in specific locations; these locations should be clearly identified and assessed. • Drainage reserve vesting criteria and requirements need to be revisited, including alignment with Council expectations.	Actions • The team will frame specific stormwater questions for AT / relevant specialists ahead of the next technical session.
---	--	---

Traffic, intersections, and broader network triggers

7	• Wider network context was discussed, including interaction with other plan changes (e.g., Silverdale West timing) and the need to understand why particular intersection upgrades have been selected in the modelling context. • Intersections showing poor LOS (including LOS F) were referenced; the importance of a coherent “package” approach was noted given development scale. • Wainui / Upper Orewa intersection safety concerns were referenced, including Delmore’s proposed interim upgrade (right-turn bay and left-turn bay) as a temporary measure until the NOR road proceeds.	Agreed outcomes / Actions • Substantive ITA must clearly outline and justify required infrastructure upgrades and triggers progressed via the Plan Changes (including addressing AT safety concerns and rationale).
---	--	--

Project: Milldale North Substantive

Date: 13 March 2026

Location: Milldale Office

Attendees:

Name	Role/Organisation
Rachel Morgan	Applicant Planner – Barker & Associates
Charlotte MacDonald	Applicant Planner – Barker & Associates
Cam Wallace	Applicant Urban Design – Barker & Associates
Joe McCready	Applicant Landscape Architect – Barker & Associates
Jamie Whyte	Applicant civil engineer – Woods
Sam Kirk	Applicant civil engineer – Woods
Trevor Lee-Joe	Applicant transport engineer - Stantec
Sean Connolley	Applicant – Fulton Hogan
Carly Hinde	Auckland Council Planner
Dylan Pope	Auckland Council Consultant Planner
Paul Schischka	Auckland Transport Consultant Traffic Engineer
Chris Horne	Auckland Transport Consultant Traffic Engineer
Peter Kensington	Auckland Council Landscape
Mustafa Demiralp	Auckland Council Urban Design
Rahman Bashir	Auckland Council
Dali Suljic	Healthy Waters
Craig Richards	Auckland Transport Consultant Traffic Engineer
Veronika Jia	Auckland Transport Consultant Stormwater Engineer

Item	Detail	Action
1	Project Overview • Milldale North development is the final stage of Milldale, covering three key areas: Lysnar Road area, northern side of Wainui Road (bulk of development), and ecological restoration area north of Orewa River. • Yield of approximately 1,400-1,500 residential units with provision for open spaces and small-scale commercial development.	

	• Currently proposing private wastewater and water treatment solution, with ongoing discussions with Watercare. • Fast-track application lodge date targeted for July 31st. •	
2	Ecological Restoration Area • 129 hectares set aside, though some already utilised for offset from existing development. • Will include walking and cycling tracks, potential on-site nursery, and cultural wayfinding opportunities. • Still working through locations for bridge crossing over the Orewa Awa. • Discussions ongoing with Iwi (Ngāti Manuhiri and Te Kawerau ā Maki) regarding maintenance, ownership, and cultural elements. • Confirmed that this area will not be vested to Council. Public access easements may be required if private ownership is retained. • Council queried what the long-term maintenance would look like (pest control, landscaping maintenance etc.). This will need to be addressed as part of the substantive application.	
3	Urban design approach • Continuation of existing Milldale approach (integration with earlier stages; “rolling out Milldale again”). • Strong emphasis on river/stream corridor amenity and generous setbacks (not a minimal reserve strip). Council emphasised that integration with the river is important. • Site grading/contours are a major design driver: ○ Terracing and road alignment to work with contours to reduce retaining reliance. ○ Where retaining walls are fronting roads there are generally 1.2m, however they will be 1.5m maximum in some places. • Urban guidelines will be provided with the application, with specific criteria for detached dwellings, medium density dwellings and commercial. The PC is being progressed in parallel and once that is operative, we would get rid of the guidelines and rely on the planning rules. • Council questioned whether minor dwellings would be appropriate where medium density is provided. <i>Urban design feedback provided post meeting is included as an attachment.</i>	Applicant team to consider how minor dwellings would fit in with the urban design guidelines.
4	Commercial provision approach	

	• Not a fixed centre; a market-led approach with multiple potential sites (six initially presented). Small-scale uses discussed: café, childcare, bakery, dairy. • Approach envisaged to allow conversion between residential and commercial depending on market, with caps/limits discussed to avoid multiple sites activating beyond intended scale. • Council feedback supported the principle but requested refinement to fewer, more strategic locations due to viability and transport/parking implications.	
5	Parks / open space provision • Parks team noted new policy context (2025), and reinforced: ◦ Parks should have a 'primary park function', not be dominated by drainage assets. ◦ Current park locations appear too close together and too aligned with stormwater assets. ◦ Request to move parks away from drainage reserve assets and look for another location in the eastern portion to address the walkability gap (stage 8 context). • Acquisitions noted feasibility considerations but indicated Council can work through acquisition at "highest and best use" to avoid developers losing functional land, where possible. • Local board has expressed concerns about sports field provision, though this is separate from neighbourhood park requirements. • One proposed park in/near a flood area was flagged as needing adjustment (parks to be outside flood zones).	Applicant team to arrange follow up meeting with parks team to work through park locations.
6	Healthy Waters feedback • Healthy Waters reiterated vesting / public ownership hierarchy: ◦ Primary stormwater function (O&M / flood risk management) ◦ Consider legal mechanisms/private ownership options ◦ If public, pursue broader blue-green connectivity outcomes (not "orphan land" acquisition) • Geomorphic risk assessment will be required as part of the application.	Applicant team to send through detailed drainage reserve plan for further discussion with Healthy Waters.
7	AT stormwater feedback • Roadside rain gardens are not generally accepted; preference for communal devices. • Applicant confirmed that Wainui Road is already consented with rain gardens (shown for context), but the wider development intends to avoid rain gardens where possible.	

	• Clarification sought on purpose of rain gardens (SMAF vs water quality); Wainui Road volumes trigger water quality treatment needs. • Additional requirements flagged to be addressed in application: ○ Flood hazard assessment and downstream effects ○ Overland flow paths within public roads ○ Assessment of culverts/bridges	
8	AT transport feedback • Paul flagged that the queries he outlined within the AT Referral memo remain outstanding • Applicant has been discussing with MOE regarding the access road between the school site and the subject site's eastern boundary. Since the last meeting with AT, this has progressed further and MOE has asked for a full road frontage, rather than lots backing directly on to the school site. This has now been amended within the design, whereby a large berm is included within the site and will be vested as road. MOE can decide what they would like to do with this area once the school is developed. • Cycle lanes - will need to have a think about vehicle crossings which may conflict. Can include consent notices on heights of fencing / planting etc. • Stantec to prepare a summary of transport upgrades required for development stages and send this through to AT. • Stantec is currently preparing an ITA scoping document to share with NZTA, which can also be shared with AT. • Sensitivity testing needs to be undertaken as part of the ITA, including Ara Hills plan change and also Delmore development (acknowledging this hasn't been consented yet).	• Stantec to provide ITA scoping document. • Stantec to provide summary of transport upgrades required.

Name	Antoinette Bootsma
Role	Senior streamworks specialist
Date	18/03/2026

Further information is required to confirm if loss of wetlands and natural inland wetlands will occur. I therefore cannot confirm if the project address significant environmental issues or significant adverse environmental effects. For clarification, I consider the loss of wetlands as a significant environmental issue and significant adverse environmental effect in the context of a 90% loss of wetlands nationally being recorded.

In this regard, I suggest the applicant include the following in their assessment:

- Confirmation of wetland extent in areas noted as potential wetlands (refer to Figure 1 below). Wetland delineations should follow prescribed MfE protocols.
- An assessment presenting proposed offsetting to account for the permanent loss of wetlands resulting from this application must provide supporting hydrological data from which to confirm that a new wetland will be able to be achieved in perpetuity.
- I note that erosion in some streams has been discussed. The effects assessment should consider how erosion and consequent loss of stream value will be managed in the context of altered catchment hydrographs. I further note overlap with Council's fluvial geomorphology and stormwater specialists' assessments.

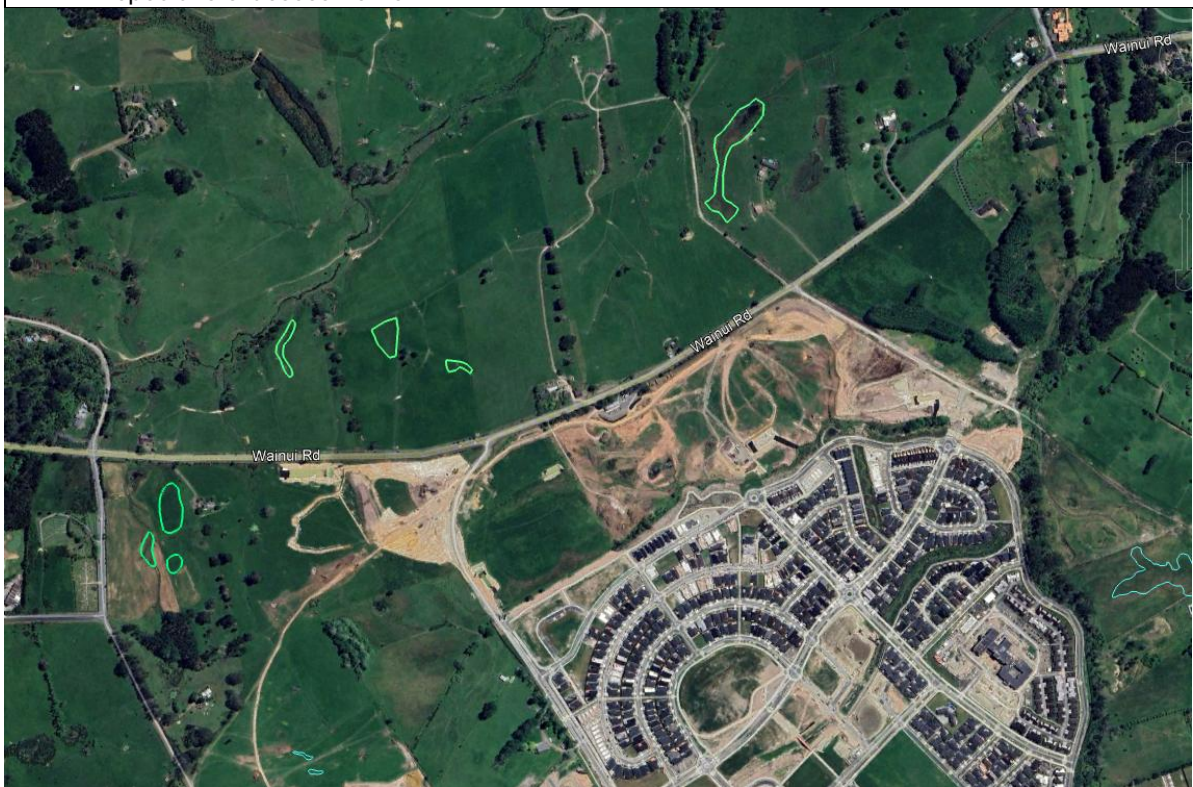


Figure 1: Potential wetlands shown in green polygons

Name	Madi Thom
Role	Senior Ecology specialist
Date	20/03/2026

As a general comment, I recommend that the applicant provides clear details and area measurements for all proposed vegetation removal and mitigation planting to avoid the need for future clarifications. Site plans clearly showing the following information are encouraged:

- Extent of all vegetation removal areas
- Extent of all proposed mitigation planting areas and existing offset areas
- All wetland margins and riparian margins
- All moderate or high value fauna habitat areas
- Any other ecological features included in the Ecological Impact Assessment

Fauna surveys for herpetofauna, avifauna, and bats should be undertaken using best-practice methods and used to inform the fauna management plan to be submitted with the application. It is noted that copper skinks (*Oligosoma aeneum*, At Risk – Declining) and ornate skinks (*Oligosoma ornatum*, At Risk – Declining) have previously been salvaged near the site during earlier Milldale development stages. The site also contains high-quality bat roosting habitat (e.g., mature exotic trees and dead pines). It is recommended that robust fauna surveys are undertaken to accurately determine the site's habitat values, and that these surveys are used to apply the effects management hierarchy, noting that avoidance of high-value areas must be assessed before any fauna mitigations are applied. If fauna surveys are not undertaken, then a precautionary approach must be taken, as the effects on indigenous biodiversity for a development of this scale cannot be reliably assessed through a desktop assessment alone.

The proposed ecological revegetation is supported on a high level, but further detail is required. During the pre-application site meeting, I advised Mark that a robust ecological restoration plan would be required given the scale of native forest revegetation and stream and wetland margin restoration proposed. Mark indicated that, instead of supplying a plan, the applicant intended to include conditions requiring all restoration to be in accordance with *Te Haumanu Taiao*, Auckland Council's best-practice ecological restoration guidance (or any future equivalent). This approach is also supported. If this approach is taken, I recommend that the conditions also specify the native ecosystem types to be restored in each area to ensure that the correct species mixes are used.

The Ecological Impact Assessment will need to address how the wastewater infrastructure within the proposed revegetation area will be managed to ensure that the proposed ecological restoration will not be compromised during establishment, maintenance or decommissioning. Details of ongoing pest animal and plant control, stock exclusion, and kauri dieback measures will also be required for any areas proposed to be covenanted.

I note that the application includes a predator-proof sanctuary zone within the revegetation area north of Ōrewa awa. My initial comments are that predator-proof sanctuaries require intensive, ongoing management and funding to be effective, and they are best suited to strategic locations with high existing biodiversity values and minimal fencing requirements. Currently, it is not clear what the intended benefit of this sanctuary is, noting that the area is currently exotic pasture and will require several decades of ecological restoration to achieve high indigenous biodiversity values.

The applicant will need to provide robust detail on how they propose to fund, maintain, and manage the sanctuary long-term. Fenced sanctuaries generally require ongoing camera monitoring, fenceline trapping, vegetation clearance and fencing repairs, usually provided by dedicated full-time staff, to achieve ecological gains. The applicant should also be aware that the construction of a predator proof fence would likely require a consent, depending on the fence design, due to the level of ground and vegetation disturbance required for effective installation.

It is recommended that the Ecological Impact Assessment is undertaken without consideration of the predator-proof sanctuary. Mark Delaney advised during the pre-application site meeting that this is the applicant's intended approach. This is to ensure that ecological effects will still be adequately managed should feasibility or cost constraints become prohibitive to the establishment of the sanctuary.

Name	Mustafa Demiralp
Role	Urban Designer
Date	18/03/2026

PRR00043078 - Milldale North FT - Urban Design

Overall Urban Structure

1. Logical block structure forming a connected network of urban blocks.
2. Good connectivity to the previous stages of the Milldale development.
3. Opportunities for future connections to the west appear to be maintained.
4. The proposed Orewa Awa reserve corridor creates a clear urban edge to the north.
5. For much of the stream corridor, the plan uses a clear park edge condition where a street separates the reserve from the residential blocks. This approach is positive as it provides passive surveillance of the open space and establishes a clear public-private edge.
6. The northern edge, for the most part, follows this structure, but toward the western end of the site, the structure appears to change, with some larger residential lots located between the street and the stream-edge reserve area. This section is considered slightly unresolved in comparison to the consistent park-edge condition elsewhere along the corridor. Depending on the landscape and ecological objectives, it may be worth exploring whether maintaining a more consistent park edge road condition in this location could strengthen the interface between the reserve and the urban built area. (Note: It is understood that this approach has been informed by topographical constraints, as discussed during the site visit and workshop.)
7. It is understood that higher-density housing is generally located along wider road corridors, including Wainui Road and the proposed stream-edge roads.

Clarification Required

- Could a clear density or zoning diagram be provided showing detached housing areas, medium-density superlots, and commercial locations?

Block Structure and Walkability

1. Block sizes generally appear logical, creating a walkable pattern.
2. Block orientations are generally workable. Some blocks are oriented broadly north-south. While this orientation is generally acceptable, it can create design considerations for lot layout and outdoor living space placement, particularly where rear lanes are not proposed.
3. Some blocks appear to exceed 200 m, but mid-block pedestrian connections have been incorporated in several locations.
4. The inclusion of mid-block connections is positive and supported.

Clarification Required

- What are the typical and maximum block lengths across the development?
- Some mid-block links appear not fully aligned with street connections or other paths. Could these be refined to create a more continuous pedestrian network?
- How will the mid-block links be designed to ensure they remain safe and well used (width [which appears approximately around 7-8m] fencing, passive surveillance, lighting, overlooking, CPTED)? It would be helpful to consider illustrative drawings and indicative cross-sections.

Lot Structure and Density

1. Lot sizes appear to vary across the site, with some smaller lots around 300 m² identified from the plans.

2. Overall, most lots appear capable of accommodating development consistent with the intended housing typologies. There are some quite narrow lots, which appear to be around 9m wide, that could be narrow depending on the intended typology.
3. Medium-density lots appear to be located along collector roads and park edge locations. Based on measurements from the plans, these medium-density lots appear to be approximately 25 m deep, which could allow for a range of housing typologies.
4. A number of blocks appear to run in a north–south orientation, with some incorporating rear lanes. In these situations, the northern yard may need to accommodate both vehicle access and principal outdoor living space, while compact front yards may limit alternative arrangements. This reinforces the importance of lot layout testing and how outdoor living spaces and vehicle access will function on these lots.

Clarification Required

- What typical range for lot dimensions and lot areas are proposed across the development? Intended typologies and the rationale for that distribution?
- Could a lot layout testing study be provided showing typical lot modules, expected dwelling typologies, and how these relate to the proposed controls? This would also support our understanding of the appropriateness of the proposed core controls.

Topography and Retaining

1. It is understood that the block layout generally follows the natural topography. In the examples shown, retaining appears to be concentrated mid-block, which is a positive outcome.
2. The approach appears to minimise large retaining walls along street edges.

Clarification Required

- Could additional cross sections through the site be provided to illustrate how topography is being managed? (similar to P25-609-00-UD201 and UD203)
- What is the extent and height of retaining walls proposed along Wainui Road?

Movement and Access

1. The overall street network appears well-connected. Pedestrian connections appear to support walkability across longer blocks.

Clarification Required

- Have walking catchments (5-minute / 10-minute) been tested for key destinations such as parks, the school, and commercial areas? Can these be demonstrated?
- While it appears to be a rare situation, how appropriate are JOAL-only accessed lots in some locations? Where JOALs act as the sole access to dwellings, is the 7 m maximum width sufficient?

Core Controls

1. No immediate red flags are identified in the proposed Core Controls. The controls seek higher density and building coverage than typical AUP zones. As noted, a lot layout testing study would be very helpful in demonstrating the appropriateness of the controls.

Detached Dwelling Controls

2. The controls are generally similar to typical AUP suburban controls, combining elements of several zones. The proposed 50% building coverage is higher than MHS but comparable to THAB outcomes. Some positive elements are:
 - The 5 m garage setback reduces garage dominance.
 - Habitable room windows facing the street support passive surveillance.

- Retaining wall controls appear appropriate.

Clarification Required

- Could the sizes and locations of identified regular lots and large lots be clarified?

Medium Density Controls

3. The controls appear generally similar to THAB-zone outcomes with a lesser height provision.

Clarification Required

- It is understood that there will be some conditions where vehicle access from the street will be required. It would be helpful to understand the circumstances where direct street access is proposed instead of JOAL access. A control similar to what is suggested, 'Garages fronting public streets', is supported, but further testing may be appropriate. In these locations, it would also be helpful to understand how the number and spacing of vehicle crossings will be managed to avoid creating a street environment dominated by vehicle access points.

Commercial Provisions

4. The provisions appear appropriate in seeking to avoid parking-dominated edges, support active glazed frontages, and enable flexible ground floor uses. The indicative locations appear to be along main movement corridors, near intersections, and adjacent to the stream corridor.

Clarification Required

- How were the commercial sites selected, and will these locations be formally identified through the proposal? Noting that the proposed plan changes in this area (not yet notified) provide for small-scale commercial activities as a permitted activity.

Consolidated Information Requests

For ease of reference, the following information is requested:

1. A clear density or zoning diagram showing detached housing areas, medium-density superlots, and commercial locations.
2. Confirmation of typical and maximum block lengths across the development.
3. Details of mid-block pedestrian links, including alignment, width, design, and CPTED measures, supported by illustrative drawings and cross-sections.
4. Confirmation of typical lot dimensions, lot areas, and intended housing typologies, including the rationale for their distribution.
5. A lot layout testing study demonstrating how proposed controls will function across different lot types, including outdoor living space and vehicle access arrangements.
6. Additional cross sections illustrating how topography and retaining are being managed across the site. (similar to P25-609-00-UD201 and UD203)
7. Confirmation of the extent and height of retaining walls, particularly along Wainui Road.
8. Walkable catchment analysis (5-minute and 10-minute) for key destinations such as parks, the school, and commercial areas.
9. Clarification of the use and appropriateness of JOAL-only access arrangements, including confirmation of whether a 7 m width is sufficient.
10. Clarification of circumstances where direct street access is proposed instead of JOAL access, and how vehicle crossings will be managed.
11. Clarification of the size and location of regular and large lots.
12. Confirmation of how commercial sites have been selected and whether they will be formally identified through the proposal.

Project: Milldale North: Groundwater Meeting

Date: 18 March 2026

Location: Online

Attendees:

Name	Role/Organisation
Rachel Morgan	Applicant Planner – Barker & Associates
Charlotte MacDonald	Applicant Planner – Barker & Associates
Jon Williamson	Applicant Hydrologist – WWLA
Carly Hinde	Auckland Council Planner
Dylan Pope	Auckland Council Consultant Planner
Marija Jukic	Auckland Council – water
Nicola Jones	Auckland Council – water

Item	Detail
1	Background - Watercare has advised that water allocation in the public network is at or near full capacity, and that a potential connection to the public network is not guaranteed. - Therefore, a groundwater take is being pursued to service the full development.
2	Proposed Allocation Changes - Groundwater in the Orewa-Waimata is fully allocated. However, WWLA has assessed that the current allocation limits in the AUP for the Orewa-Waimata area can be increased. - The current allocation limit appears to be set at 30-35% of annual recharge. The proposal is to increase this to 65% of annual recharge, arguing the system is more suitable for this higher percentage due to lack of surface water connection. - Groundwater recharge estimates range from 2-10% of rainfall across various studies. - Proposed conservative value of 3.5% of rainfall for this assessment (at lower end of range).
3	Council Feedback and Key Concerns - Council needs evidence that proposed increased allocation still accounts for saline intrusion risk. - Council emphasized need for robust model calibration and "ground truthing" as the memo provided lacked sufficient detail on parameters and calibration. - Assumption of no surface water connection is the biggest hurdle and most significant factor changing availability. - Council concerned about potential monitoring showing problems after development proceeds.
4	Alternative water sources discussed including:

-
- | |
|--|
| <ul style="list-style-type: none">• Surface water take from the Orewa River; or• Groundwater take from the Greywacke aquifer. |
|--|
-

Project: Milldale North Fast-Track Pre-App Meeting - Economics

Date: 9 April 2026

Time: 11am-12pm

Location: Online – Microsoft Teams

Attendees:

Name	Role/Organisation
Carly Hinde	Auckland Council – Planner
Dylan Pope	Auckland Council – Consultant Planner
Tim Denne	Auckland Council – Consultant Economist
Rachel Morgan	Barker & Associates – Applicant Planner
Charlotte MacDonald	Barker & Associates – Applicant Planner
Fraser Colgrave	Insight Economics – Applicant Economist
Natalie Hampson	Savvy Consulting – Applicant Economist

Item	Detail	Council Notes
1	What is an appropriate methodology for assessing the regional economic benefits of the proposal. A) National vs regional benefits. B) Area of "regional" benefits assessment. North Auckland catchment. C) Significance threshold for this particular proposal.	Overall methodology: Fraser proposed an economic impact-style approach comparing the project with "most likely alternative use" over a 30-year period using net present values, focusing on quantifiable metrics (GDP/jobs/wages) and a housing supply component. - Tim queried whether a CBA is more appropriate and noted that the report needs to provide justification for the approach used. Geographic scope: Fraser's view was regional significance is more appropriate in this context. The question is what catchment should be considered and how should this be considered. For example, using ward/community boundaries. - Tim generally accepted North Auckland as plausible but noted market definition complexity. Overall, Tim did not have a strong view on whether this should be Auckland as a whole or a catchment within Auckland. Significance framing: Fraser's approach is to look at the size of the estimated benefits, comparing them to other projects that are significant, and also benchmarking them against other relevant metrics, like the size of other projects, the GDP and wages and benefits etc.

Item	Detail	Council Notes
		Tim noted that the significance test is subjective and the panels will have more of a view on this now that more projects have gone through.
2	How does that approach reconcile with accepted practice as per recent FTAA decisions on substantive applications?	- Proposed approach appears to be aligned with accepted practice, and the goal is to align as much as possible with other decisions. - Tim noted some other projects (e.g., Delmore) have shifted toward a CBA approach. - Applicant team noted a discrete piece of work is underway (with legal input) to better understand decision trends; guidance is still evolving on this.
3	What counterfactual should the proposed development be compared to, if any, and why? A) Current rural production use.	- Proposed approach is to keep the counterfactual site-specific and defensible — proposed development vs likely rural use. Broader counterfactual becomes speculative. - Tim noted that the panel is making a public decision and therefore needs a wider view of whether this large housing project displaces other housing that might otherwise occur (i.e., whether the housing is genuinely additional at a regional level). Tim also linked this to the idea that housing spend can displace spend/resources from more productive parts of the economy, and that it's important to show this project delivers greater benefits than a typical/average housing development. - Tim suggested a sensitivity framing (e.g., outcomes if it completely displaces other housing vs if it is completely additional). Fraser responded that modelling broader displacement is too speculative, but that some displacement is implicitly addressed by scaling down effects/omitting some categories, and that decision makers can form a view using the wider evidence base. - Rachel noted that there is a planning dimension to Tim's assumption: if the assessment assumes displaced housing would still happen, that assumes there is sufficient alternative supply of serviced land in the relevant catchment, and the "apples with apples" comparison may not hold if that supply isn't actually available.
4	How should housing market effects be assessed? For example, how should price impacts be treated in the assessment, noting that they are largely a transfer from producers to consumers, but that affordability is of key policy interest?	- Fraser noted that the benefit of additional supply is often dynamic (choice, competition), not just whether capacity meets demand on paper. - Key takeaway from Tim is that the assessment should focus on why this development is better than "average" housing, and that those wider benefits are the important points.

Item	Detail	Council Notes
	A) Avoiding a supply constraint and reducing risk of price increases over time. B) Not all sources of capacity are the same - FHLD vs other ad hoc providers.	
5	Similarly, should consumer surplus impacts be assessed, and if so, how?	- Fraser: consumer surplus has been included in past but often removed — hard to explain/calibrate, depends on uncertain elasticities, and can produce small numbers unless assuming very large price changes (which can imply unrealistic market shifts). - Tim said they would prefer consumer surplus included for completeness, referenced PwC work for NPSUD as a source for elasticity estimates, and acknowledged it may be small but still useful to include.
6	What other effects should be included in the assessment and why? Further, what economic effects do not need to be included and why? A) Economic effects only B) Environmental effects to be addressed by others.	- Fraser's position: keep the economic assessment purely economic to avoid double counting with other technical experts (transport, noise, ecology, etc.); other specialists should address their domains. - Tim's opinion is that "everything is economic" and from a CBA perspective what matters is impacts on human well-being and contrasted this with GDP methodology being more limited to economic activity.
7	What is an appropriate time frame for the analysis, and what discount rate should be used to convert everything to a net present value? A) Developers cost of capital. B) Alternatively, 8% discount rate over 30 years. Sensitivity analysis.	- Fraser proposed 8% (Treasury default) as a practical discount rate over 30 years. - Tim agreed Treasury rate is reasonable for a public decision and suggested adding sensitivity (e.g., 2%).
8	If an economic impact assessment methodology is used, what multiplier values should be used and why? A) National accounts information. September 2025.	- Fraser proposed using multipliers informed by latest national accounts data (through Sept 2025) and making transparent adjustments to avoid overstating impacts (including acknowledging constraints). - Tim raised concerns that multipliers assume idle resources and described them as a static equilibrium approach that doesn't capture marginal reallocation; referenced UK/NZ Treasury views about not using multipliers unless substantial idle resources. - Fraser responded that labour/capital mobility is different at regional/city scale and stated that treasuries' CGE models still rely on input-output tables at their heart; also noted no one has run

Item	Detail	Council Notes
		such a model for housing in NZ and it would be very difficult.
9	What other issues should be considered when drafting the economic assessment for the substantive application?	Need to clearly explain/defend: • Market/catchment definition • Approach to the analysis • Counterfactual/displacement treatment • Infrastructure limits

Review of Milldale Economic Analyses

Tim Denne 9th April 2026

1 Introduction

Fulton Hogan Land Development Ltd (FHLd) has applied for approval under the Fast Track Approvals Act 2024 (FTAA) of a housing development in Wainui. As part of this application, an economic impact assessment (EIA) was provided by Insight Economics (IE) that analysed whether the project would be expected to provide significant regional or national benefits.¹ This note provides a review of the Insight Economics report and of a subsequent review by Sense Partners (SP) for Auckland Council.²

- IE describes the project that includes a housing development, commercial nodes and an ecological protected area. They estimate project costs and apply multipliers to then estimate the impacts of the development as one-time boosts in GDP, jobs and incomes. IE also describes, but does not quantify, some of the wider impacts on the housing market, other markets and recreation/the environment; quantitative estimates are made of CO₂ removals. The report authors conclude that the project would generate significant regional economic benefits.
- In its review, SP endorses the approach taken by IE but questions the counterfactual (what would happen absent the project) and the missing opportunity costs from the multipliers analysis. They suggest the GDP impacts will be lower than suggested, while still noticeable at a regional level. SP concludes with a non-committal statement that the proposed development *could* satisfy the economic criteria in the FTAA.

I summarise the IE analysis and the SP comments in slightly more detail below, before reviewing the work, focussing on the way including a discussion of the issues surrounding the counterfactual. I also discuss the suitability of the approach to analysis (multiplier-based GDP assessment) compared to the use of a cost benefit analysis (CBA).

2 The Reports

2.1 Insight Economics

2.1.1 Main Analysis

IE describes the proposed sites for the development, noting that:

- the housing sites are currently occupied by rural lifestyle properties; and
- the areas are zoned Future Urban Zone (FUZ) under the Auckland Unitary Plan.

The proposed development is estimated to comprise approximately 1,853 new homes, including 1,500 standalone houses of different sizes and 353 terraced or duplex houses. IE makes

¹ Colegrave *et al* (2025)

² Sense Partners (2026)

assumptions about the floor areas and the costs of construction per m² to estimate a total construction cost of \$865 million (See IE Table 3). They then make assumptions about the additional costs for planning, designing and consenting costs (2% of build costs) and for infrastructure and civil works (10% of build costs), adding \$17m and \$173m respectively to produce a total of \$1.055 million in 2025 dollars. These costs were mapped to sectors of the economy, overlaid with “the latest economic multipliers” to derive one-off impacts of the proposal as summarised in IE’s Table 5. This includes 616 full-time equivalent jobs (FTEs) annually over eight years and a total GDP impact over the same period of \$697 million, \$186 million of which is a direct impact (in the construction firms) and \$511 indirect (in upstream and downstream businesses). IE further estimates that the commercial node will provide ongoing employment for 10 FTEs.

2.1.2 Housing Market Context and Impact

IE notes the high growth of population in Auckland and thus the demand for housing, the high prices of residential land and housing in the region, and the increasing unaffordability. IE cites Auckland Council’s Housing Capacity Assessment (HCA) which projects 854 new houses per annum in the Rodney Local Board Area (LBA), noting that the proposed 1,853 houses equate to more than two years’ supply. Milldale North would increase the balance of supply over demand, allow the market to be more responsive to demand growth thus reducing the growth rate of house prices. This applies across several sub-markets (defined by budgets and preferences), given the different proposed dwelling types.

IE notes the size of the project would enable economies of scale (reducing per unit cost) and optimise infrastructure investment through coordinated and right-sized delivery of roads, utilities etc. As a master-planned development, IE suggests the project would also provide amenities and wellbeing benefits for residents.

2.1.3 Wider Impacts

The suggested wider impacts of the development, particularly from the larger and concentrated local population, include:

- increased demand at the local Milldale Local Centre, resulting in more commercial development, with spillover benefits for current residents;
- enabling the development of a more efficient transport network; and
- providing confidence signals in the local market spurring other developments.

In addition, IE notes the proposal for recreational land use and native revegetation resulting in an estimated 252,000 t CO₂ over 80 years.

2.1.4 Infrastructure Limits

Limits to wastewater treatment are noted in the analysis because the Army Bay wastewater treatment plant (WWTP) has capacity only for another 2,000 dwellings prior to an upgrade planned for 2031. Because of this, the development proposes a temporary on-site WWTP to service the development until the Army Bay capacity is expanded. Water supply options are also being considered.

2.1.5 Counterfactual

IE compares the development with the current use of the land (lifestyle blocks) and suggests, in comparison, the development will enable the land to be put to its best use.

2.1.6 Overall Conclusions

IE concludes that the project would make a regionally significant contribution to regional housing supply and generate significant economic benefits.

2.2 Sense Partners Review

SP endorses the EIA approach taken by IE, suggesting it is consistent with and meets the requirements of the FTAA, but they criticise the multiplier methodology used and note the failure to take account of opportunity costs, suggesting that the impacts on housing supply need to be compared against those of a counterfactual.

SP notes the problems with multipliers are the absence of any consideration of opportunity costs, such that the GDP impacts are overstated, particularly the indirect effects which they suggest should be regarded as a maximum. They cite the Treasury comments that multipliers are only likely to exist if there is significant unemployment (and by implication, other idle resources).

Nevertheless, SP suggests that the proposal represents a large increase in supply and that it could produce significant regional economic benefits compared to an unspecified counterfactual. They acknowledge and represent the wider benefits noted by IE. This includes downward pressure on land and dwelling prices in the north Auckland sub-market (which they suggest need to be demonstrated), the amenity and efficient land use benefits of a master-planned development, the benefits of project acceleration (a large single project compared to standard planning pathways) and potential productivity gains from the scale and density of the development.

On infrastructure issues, SP suggests, even if the development is “out of sequence” with current council plans, these do not detract from the proposal, provided the costs are borne by the developer.

Weighing up all the issues considered, SP suggests support for the proposal in a series of somewhat nuanced concluding statements:

I believe that the proposal – that there are significant regional economic benefits that accrue from the additional supply of housing – could be true (p3)

the balance of evidence supports the conclusion that the Milldale North development would provide significant regional economic benefits (p4)

*The proposed development could satisfy the economic criteria in the FTAA
On this basis, the proposal could reasonably satisfy the relevant economic criteria under section 22(2)(a) of the Fast-Track Approvals Act, provided any additional housing supply is substantive relative to the counterfactual (p4)*

Overall, this is confusing review, with a mix of support for and critique of the methodology, coupled with general support for the proposal based largely on the unquantified wider economic benefits that appear to them to be significant.

3 Review

The analysis by IE has provided a useful summary of the development and has set out a clear set of assumptions. My comments are focussed on the following issues.

- The use of GDP analysis for housing developments
- The use of multipliers for analysis
- The appropriate counterfactual
- CBA as an alternative approach and how it might be undertaken

3.1 Housing and GDP Analysis

Under the System of National Accounts, housing developments are treated as an investment (as gross capital formation) in the same way as investment in industrial plant and machinery. In addition, once constructed, a rental value is assigned, either using observed market rents or, for owner-occupied housing, using imputed rents based on market rates. This means there is an ongoing contribution of housing value to GDP as an expenditure item. If more housing is built, total rent value increases.³

Because rental yields are lower than returns to other investments, GDP will be lower in the long run if more being spent on housing displaces other forms of investment because of capital or other constraints. This relationship is not straightforward, however. Housing is a basic need, and with no spend on housing, there will be no workers. A basic level of housing growth is required to support a growing population and economy, and some housing investments are expected to increase productivity in the economy by enabling workers to live closer to employment, by fostering agglomeration benefits or by providing quality housing that lifts health or wellbeing.⁴ In addition, significantly increased housing supply will reduce the price of housing that will have wider benefits in the economy via reducing the costs of access to housing and freeing up income for other goods and services.⁵

There is an optimal supply of housing, both in terms of quantity, location and quality. This requires a different type of analysis from one that would produce a greater benefit from more expenditure, as employed by IE using multipliers combined with total spend. An efficient housing market enables greater production in other sectors. It is the spillover impacts in other sectors that are important rather than the housing expenditure itself.

³ Rent per house is likely to decrease because of the increased supply but the aggregate of all rents will be greater.

⁴ Ministry of Housing and Urban Development & The Treasury (2024)

⁵ Reductions in house prices also result in distributional impacts via a transfer of value from existing owners to new entrants and renters.

3.2 Multipliers and the Counterfactual

3.2.1 Multipliers

SP in its analysis notes the shortcomings of multiplier-based analysis. Multipliers are developed using average relationships between activity levels in different sectors in equilibrium. They do not represent the marginal impact of a change in activity. Multipliers are relevant at the levels used in analysis only if resources are currently idle, otherwise there will be opportunity costs – more labour and other resources allocated to housing will result in less available to other sectors, so that the aggregate impact on GDP will be lower. As the Treasury puts it *“Unless there is significant unemployment of people with the requisite skills, it is therefore likely that multiplier effects do not exist.”*⁶

Multipliers as used in this and other EIAs does not account for the opportunity costs.

3.2.2 The counterfactual

Somewhat related to the absence of opportunity cost, is the choice of counterfactual. IE has provided an analysis to demonstrate that the housing development is the best use of the land compared to a counterfactual of use of the sites as lifestyle blocks. This is a reasonable approach to take if only considering one piece of land, rather than the task faced by the FTAA decision makers about whether this project would provide significant regional or national benefits when compared to what would happen otherwise – a much wider perspective.

IE also alludes to a counterfactual of development delay at the site, building on the fact that the site is zoned for future development as housing. However, there is also the question of what happens in the short run in the housing market.

IE notes that the Milldale North proposal represents two years of projected development in the Rodney LBA according to the Auckland Council HCA. The suggestion is that this is the expected level of housing and that the Milldale North proposal would bring some developments forward. Given this, it would be reasonable to assume that other housing development would occur absent the Milldale North project. In addition, there is an FTAA application for another housing development (Delmore) for over 1,200 dwellings in reasonably close proximity to the site.

The counterfactual decision should assess the extent to which the Milldale North project would be additional to other developments that otherwise might go ahead or if it will displace some of this development, taking account of resource limitations. The impacts relative to the counterfactual are what determines the net impact of the project.

3.3 Cost Benefit Analysis

The FTAA criterion for assessing an application is specified in Section 22(1)(a) as being that the project would have “significant regional or national benefits”. Two other Sections address this task.

- Section 22(2) sets out matters the Minister may consider for the purpose of deciding if the project would have significant regional or national benefits”. This includes *inter alia*,

⁶ The Treasury (2025), p19

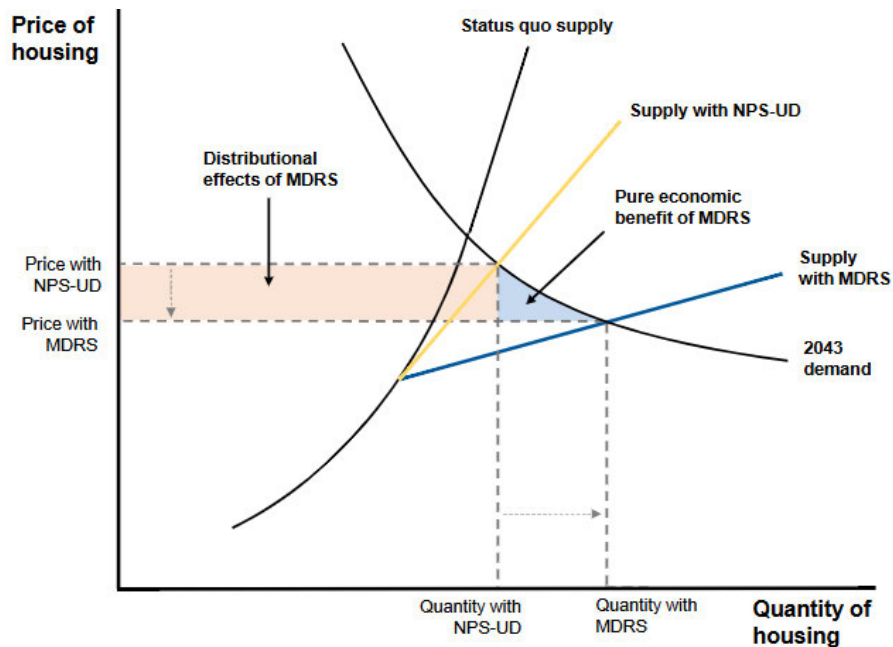
whether the project “will deliver significant **economic benefits**” (22(2)(iv)) (*emphasis added*). This suggests economic benefits are a subset of benefits and that they are not necessarily considered.

- Section 85 sets out when a panel must or may decline an approval. The panel may consider whether there are adverse impacts that “**are sufficiently significant to be out of proportion to the project’s regional or national benefits**” (85(3)(b)) (*emphasis added*).

The FTAA does not specify how benefits are defined, and options considered for other projects have included increases in GDP (measured using economic impact analysis) and changes in community wellbeing (using cost benefit analysis). Of these, cost benefit analysis (CBA) more directly measures benefits, whereas GDP is more of a measure of changes in the amount that the population has available to spend on all the things that it values, limited to things that are traded in an observable market. CBA is the practical application of theory developed by moral philosophers and economists addressing the question “what makes a good decision?” and for which the answer is the option that produces the most aggregate benefit (or utility) for people.⁷

As the name suggests, CBA forces the consideration of both sides of the equation – costs and benefits. It also treats all costs as opportunity costs. As with the suggestions above, it still requires the identification of a good counterfactual. Analysts have measured the net benefits of changes in housing quantity using CBA, including the impacts of policies to release more potential housing land or infill housing.⁸ This measures the change in economic surplus based on the change in market price of land following the change in supply (see Figure 1).

Figure 1 Comparative statics approach to measuring the benefits of a housing supply



Source: Figure 38 in PWC and Sense Partners (2021)

⁷ Johansson (1991)

⁸ See, for example PWC (2020); PWC and Sense Partners (2021)

4 Conclusions

I have reviewed the analysis and have provided a commentary based on a different view from IE's of how the analysis would best address the question of benefits. This includes:

- Use of a cost benefit approach that results in an estimate of impacts on community wellbeing, rather than GDP as a measure of benefits to the community.
- A focus on the difference between the project proposed and a counterfactual of housing that provided fewer benefits because of the absence of the wider benefits noted by IE, relating to the density and size of the development and its master-planning.
- Not using multipliers because of the associated assumption of idle or highly unemployed resources.

In saying this, I appreciate that the different approaches to analysis of this and other FTAA projects is debated territory for which clarification from the Government would be highly beneficial.

References

- Colegrave F, Chaumeil D and Keith N (2025) *Economic Assessment of Proposed Milldale North Development for Fast-track Referral*. Prepared for Fulton Hogan Land Development Limited. Insight Economics.
- Johansson P-O (1991) *An Introduction to Modern Welfare Economics*. Cambridge University Press.
- Ministry of Housing and Urban Development & The Treasury (2024) *Research on housing as an enabler of economic growth and productivity*.
<https://www.hud.govt.nz/assets/Uploads/Documents/Proactive-Releases/hud-2024003621-research-on-housing-as-an-enabler-of-economic-growth-and-productivity.pdf>
- PWC (2020) Cost - benefit analysis for a National Policy Statement on Urban Development. Final report for the Ministry for the Environment. July, 2020.
<https://environment.govt.nz/assets/publications/Files/cost-benefit-analysis-nps-ud-2020.pdf>
- PWC and Senser Partner (2021) Cost-Benefit Analysis of proposed Medium Density Residential Standards. Report to Ministry for the Environment.
<https://environment.govt.nz/assets/publications/Cost-benefit-analysis-of-proposed-MDRS-Jan-22.pdf>
- Sense Partners (2026) *Review: Economic report: Milldale North*. Report for Auckland Council. February 2026.
- The Treasury (2015) *Guide to Social Cost Benefit Analysis*. New Zealand Government.

Project: Milldale North: Urban Design Meeting

Date: 14 April 2026

Location: Online

Attendees:

Name	Role/Organisation
Rachel Morgan	Applicant Planner – Barker & Associates
Charlotte MacDonald	Applicant Planner – Barker & Associates
Cam Wallace	Applicant Urban Design – Barker & Associates
Sean Connolly	Applicant – Fulton Hogan
Carly Hinde	Auckland Council Planner
Dylan Pope	Auckland Council Consultant Planner
Mustafa Demiralp	Auckland Council

Item	Detail
1	Design Documentation Progress - Cam presented new simplified diagrams to address previous feedback from Mustafa, including: - New diagram showing super lots, attached lots, and larger lots with clear positioning within the development to eliminate ambiguity about where design controls apply. - Lot size diagram created showing density distribution across detached dwellings, with larger lots managing topography and smaller lots on flat land where yield can be increased. - Catchment analysis diagram showing sites within 400 metre walking distance of proposed parks. - Team agreed diagrams are very clear and helpful, effectively showing density and typology locations
2	Lot Specifications - Block sizes and depths will follow traditional Milldale approach. - Larger block widths proposed
3	Design Guidelines & Controls - Overall approach and structure of guidelines was generally accepted by Mustafa. - Guidelines are similar to AUP plan provisions with some adjustments - requesting slightly more density but reduced height. - Team agreed on "worst case scenario" approach - testing smallest lots to ensure controls work across all applicable lots. - Design guidelines align with what was approved on the south side of Wainui Road and reflect what Fulton Hogan build partners are currently building at Milldale.

	Commercial Areas • Discussion around reducing number of commercial/neighbourhood centre options shown in design guidelines. • Original intention was for options to be taken up one at a time (e.g., once ECE option taken, that option gone) but this may be too complicated. • Agreement to reduce from six options regardless and pair back to two options in right locations.
	Parks and Reserves • Ongoing discussions with parks team about park locations requiring further refinement. • Previous site visit helped with positioning discussions regarding concerns about park location. • Discussion needed around Parks team potentially wanting another park.
	Minor Dwelling Provisions • Current design guidelines have ambiguity around minor dwelling requirements. • Guidelines currently state subject to overall compliance with core controls, but this is too vague. • Dylan raised concerns about how provisions would work in practice, particularly on smaller sites. • Team agreed to provide more detail and potentially restrict minor dwellings to larger lots (450-550sqm) where there's more flexibility, rather than allowing on all detached sites.
	Shared Access (JOALs) • Three areas have JOALs with more than half a dozen units coming off them. • Original design provided 7 metre JOALs adopting same design as Milldale stages 10-13 with front doors off them. • Plan Change 79 Environment Court decision came out after original design, requiring reassessment. • Some single-loaded JOALs should work with separated footpath and carriageway, but others need review. • Team will assess against new PC79 rules which differ from previous fast track approval.

Project: Milldale North: Parks and Healthy Waters Meeting

Date: 24 April 2026

Location: Online

Attendees:

Name	Role/Organisation
Rachel Morgan	Applicant Planner – Barker & Associates
Charlotte MacDonald	Applicant Planner – Barker & Associates
Cam Wallace	Applicant Urban Design – Barker & Associates
Jamie Whyte	Applicant civil engineer – Woods
Sam Kirk	Applicant civil engineer – Woods
Greg Dewe	Applicant – Fulton Hogan
Carly Hinde	Auckland Council Planner
Dylan Pope	Auckland Council Consultant Planner
Rahman Bashir	Auckland Council
Dali Suljic	Healthy Waters
Andreas Lilley	Auckland Council consultant

Item	Detail
1	Esplanade Reserves • Orewa Awa – meets and exceeds the required esplanade reserve width. ○ Council does not have any concerns with the proposed esplanade widths here but needs further detail on the private infrastructure (ie. bridge crossing) that would be located within the reserve. • Waterloo Creek – generally meets esplanade reserve width with the exception of one location which would require a reduction of approximately 4m-5m due to stormwater device. Applicant would like to see a reduction in this area given the extent of esplanade reserve proposed across the wider site. ○ No major concerns identified by Council but will review internally and provide further feedback.
2	Drainage Reserves • Drainage reserves are proposed along key streams and riparian margins throughout site, as indicated on the scheme plan. ○ Council questions whether drainage reserves need to be in public ownership.

	○ Healthy Waters indicated that if reserves only convey stormwater without additional public benefit (paths, critical linkages), they could remain in private ownership with covenants and achieve the same outcome. ○ Final decision on acceptance depends on Healthy Waters' operational budget capacity and demonstrated public benefit. ○ Council supports using reserves for public connectivity and path networks, but notes that there is already pedestrian connectivity integrated into the road footpaths which provide the same outcome.
3	Neighbourhood Parks ● Proposed location driven by urban design considerations: integration with walking networks, ecological features, flat land, and commercial centre connection. It also provides direct north-south connection from Waterloo Reserve through to town centre on single path network. ○ Council is supportive of providing two parks but considers there is too much overlap between the park walking catchments. Council recommends locating the parks further east and west. ○ Applicant noted that the parks are proposed to vest at zero cost and this is currently being discussed as part of an infrastructure agreement with Auckland Urban Development Office. ○ Applicant also noted that there are a number of factors that have been considered in relation to the location of the parks including topography, density, views/outlook, integration with proposed commercial areas. Applicant can provide further information on this for Council to review and consider internally. ○ Lysnar Park wetland area – Council's position is this will be very difficult to support for vesting due to lack of path provision, extensively covered in bush, and enclosed. Council noted that if there was a park edge road, this may change the discussion. ○ Discussion moving the central park location further east.

Project: Milldale North: Surface Water Take Meeting

Date: 28 May 2026

Location: Online

Attendees:

Name	Role/Organisation
Rachel Morgan	Barker & Associates (Applicant planner)
Charlotte MacDonald	Barker & Associates (Applicant planner)
Jon Williamson	WWLA (Applicant hydrologist)
Grant Fahey	Fulton Hogan Land Development (Applicant)
Carly Hinde	Auckland Council – principal project lead
Dylan Pope	External Council Planner
Charlotte Lockyer	External consultant hydrologist

Item	Detail	Actions
Surface Water Take Proposal		
1	- The Applicant is now progressing a surface water take from the Orewa river to service the Milldale North development. This will be included as part of the substantive application, rather than a standalone consent. - The surface water take would operate during high flow conditions only, taking a maximum 30% of flow above the median, capped at 80 litres per second. Noted the Orewa River is dry around 10% of the time annually. - Viridis has reviewed the proposal and considers the ecological effects will be low, as the take is limited to high flow only. This will be confirmed as part of the ecological assessment, in which the reporting is currently being progressed. - To support the surface water take, an inflow structure will be located within the stream, and a storage reservoir will be required to the north. This will be approximately 200,000m³ to allow for storage during drought conditions. A dam consent will be required for this under the AUP. Riley is currently preparing a PIC assessment and undertaking geotechnical investigations to support this.	

	• Consent conditions are proposed to be aligned with the Muriwai Downs consent and will include telemetered level control and flow metering. • The applicant is currently looking at options for screening the reservoir including particular colours, bunding, and planting.	
Council Feedback		
3	• Council requires the full hydrology report to verify calibration and flow statistic derivation (including confidence in the median flow and high-flow statistics used to set the take regime). • Specific request for FRE3 (frequency of three-month flood) analysis to check whether a 30% take above median could materially affect flood frequency. • Council to review monitoring provisions and flow cutoff conditions to ensure extraction only occurs above median flow. • Overall, the surface water take option appears acceptable subject to review of the information identified above. • Council raised some concerns around visual effects of the storage reservoir and ensuring that the area north of the Orewa river can be utilised for ecological restoration, as indicated within the referral application. • Applicant to confirm what would happen with the storage reservoir if it were to be decommissioned.	• WWLA to provide draft hydrology report to Council for review prior to lodgement of the substantive application. • Draft consent conditions to send to Council prior to lodgement. • Applicant team to provide detail within the substantive application regarding decommissioning (if that option is being pursued).

From: [REDACTED]
To: [REDACTED]
Subject: PRR00040762 - Milldale North Water-Take Meeting
Date: Monday, 22 June 2026 3:21:00 pm

Hi all,

Thanks for the catch up regarding the surface water and groundwater takes for Milldale North. Please see below summary:

Consenting update:

- The consenting approach has evolved to a combination of groundwater take and surface water take, replacing the previous surface-water-only strategy.
- Surface water take requirements and storage requirements have been reduced as a result, freeing up space on the northern side of the site.
- Philip has been brought on as a peer reviewer on the groundwater component, working alongside Jon.
- The groundwater and surface water take components will be included in the substantive fast-track application rather than consented separately.

Surface water:

-

- Surface water take is now capped at 25 litres per second (30% take), down from the previous 80 litres per second.
- Charlotte L confirmed being broadly comfortable with the assessment.
- A possible typo in the appendix was flagged: exceedance range reads "5% to 70%" but may have been intended as "50% to 70%" — to be confirmed.
- Applicant to confirm the requested consent duration.
- Charlotte L queried whether climate change impacts had been considered.
 - *Note: Charlotte L to confirm what is required for the assessment once consent duration is confirmed.*

Groundwater:

-

- The availability methodology (2% of annual average recharge to the deeper system) is consistent with assessments done for Northland and Franklin areas.
- Council agrees with the methodology and availability assessment provided.
- Saline intrusion was raised as the only concern — effects were recorded at around the 1 million mark in historical data. Query from Council as to whether a monitoring framework can be undertaken to address this.
- Applicant team will have a further look at saline intrusion and provide some information to council prior to lodgement, if possible.

Nga mihi | Kind regards,

**CHARLOTTE
MACDONALD**
Associate



100 First Avenue,
Tauranga 3110

barker.co.nz



B&A Logo



Kerikeri | Whangarei | Warkworth |
Auckland | Hamilton | Cambridge |
Tauranga | Havelock North |
Wellington |
Christchurch | Wanaka & Queenstown

This email and any attachments are confidential. They may contain privileged information or copyright material. If you are not an intended recipient, please do not read, copy, use or disclose the contents without authorisation and we request you delete it and contact us at once by return email.

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Milldale North wastewater feedback (PRR00043078)
Date: Wednesday, 22 July 2026 2:57:57 pm

This message was sent from outside the company by someone with a display name matching a user in your organisation. Please do not click links or open attachments unless you recognise the source of this email and know the content is safe.

Hi Charlotte,

Please find outlined below Patrick's comments to the wastewater details we discussed at our recent Milldale North FT meeting, and which require review by your specialists – please can you forward and we can arrange a follow-up meeting as necessary to discuss? Many thanks

-

Based on our review of the wetland memorandum, together with the matters identified in the LEI review, there are a number of key assumptions and design considerations that would benefit from further clarification to provide greater confidence in the predicted treatment performance and long-term operability of the system.

Our preliminary comments are set out below:

1. Annual wastewater discharge volume

Please clarify the basis for the annual wastewater discharge volume of 120,536 m³/year adopted in the assessment, including the assumed operating regime and proportion of annual flow directed to the wetland.

2. Hydraulic design and wetland sizing

Further information should be provided regarding the hydraulic basis of the wetland design, including the adopted hydraulic loading rate and hydraulic residence time assumptions, and how these have informed wetland sizing. While the memorandum refers to an anticipated residence time of approximately 10–12 days, the basis for this assumption is not entirely clear.

3. Treatment performance assumptions

The predicted nutrient removal efficiencies appear largely derived from published literature. While literature-based assumptions are often necessary for conceptual assessments, additional justification would be helpful regarding the applicability of the adopted removal rates to the site-specific conditions proposed.

4. Nitrogen removal and carbon availability

The proposal relies on denitrification within the wetland to achieve nitrogen reduction. Consistent with the LEI review, further discussion would be beneficial regarding the potential influence of carbon availability on long-term nitrogen removal performance and the uncertainty associated with this assumption.

5. Phosphorus retention

Further information should be provided regarding the mechanisms expected to achieve long-term phosphorus removal, including consideration of soil adsorption characteristics, phosphorus retention capacity, maintenance requirements and how treatment performance may change over time.

6. Long-term treatment performance

It would be useful to understand how treatment performance may vary under a range of operating conditions, including seasonal variability, changes in hydraulic residence time and variations in removal efficiency assumptions.

7. Monitoring framework

A monitoring programme should be outlined to demonstrate how wetland performance would be verified following construction, including proposed monitoring parameters, sampling locations, frequency and reporting requirements.

8. Operation and maintenance

Given that long-term wetland performance is heavily dependent on ongoing maintenance, further detail should be provided regarding inspection regimes, vegetation management, sediment management and maintenance of hydraulic structures.

9. Location of discharge and compliance monitoring

It is currently unclear where the final treated wastewater discharge point would be located within the cascading wetland system. Clarification is requested regarding:

- the final discharge location;*
- whether discharge is intended to occur via a discrete outlet or diffuse seepage pathways;*
- proposed sampling locations; and*
- how compliance with any future discharge requirements would be monitored and demonstrated.*

10. Practical implementation of consent conditions

Related to the above, consideration should be given to how any future discharge conditions could be practically implemented and monitored. If treatment performance is intended to be assessed at the wetland outlet, a clearly defined monitoring location or collection structure may be required.

11. Planting

Details of planting should also be provided.

12. Constructability

The memorandum provides limited information regarding how the cascading wetland system would be physically constructed. Further information would be useful regarding the proposed earthworks methodology, bund construction, source of fill material, erosion protection measures and overall constructability of the concept.

13. Site slopes and bund stability

Clarification is requested regarding the slopes across the proposed wetland footprint and how these have informed the layout and design of the bunded cells. Given the number of bunds proposed, consideration should also be given to long-term stability, erosion potential and hydraulic performance across the site.

14. Geotechnical suitability

Further information regarding the underlying soil conditions would assist in confirming the suitability of the site for the proposed wetland system, including consideration of permeability, seepage, embankment performance and long-term exposure to treated wastewater.

15. *Effects on underlying soils*

Consideration should be given to the long-term effects of sustained wastewater loading on the underlying soils, including any implications for soil structure, infiltration characteristics and long-term wetland performance.

Overall, while the concept appears worthy of further investigation, we consider that additional information is required to confirm the basis of the hydraulic design, treatment performance assumptions, monitoring framework, constructability and long-term operation of the proposed system before the predicted outcomes can be fully assessed.

Please let me know if you would like to discuss any of the above comments further.

Kind regards,

Carly Hinde | Principal Project Lead – Premium Unit

Planning & Resource Consents

Auckland Council

[REDACTED]

[REDACTED]

Visit our website: aucklandcouncil.govt.nz

From: Charlotte MacDonald [REDACTED]

Sent: Friday, 17 July 2026 9:26 am

To: Carly Hinde [REDACTED]

Cc: Rachel Morgan [REDACTED]

Subject: Milldale North wastewater feedback

Morning Carly,

Just following up to see if you had received any feedback from Patrick yet on the wastewater memo provided by WWLA last week?

Nga mihi | Kind regards,

**CHARLOTTE
MACDONALD**
Associate

[REDACTED]

100 First Avenue,
Tauranga 3110

barker.co.nz



B&A Logo



Kerikeri | Whangarei | Warkworth |
Auckland | Hamilton | Cambridge |
Tauranga | Havelock North | Wellington |
Christchurch | Wanaka & Queenstown

This email and any attachments are confidential. They may contain privileged information or copyright material. If you are not an intended recipient, please do not read, copy, use or disclose the contents without authorisation and we request you delete it and contact us at once by return email.

Come together with whānau to celebrate Matariki Festival.



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

Attachment C: Meetings minutes with NZTA

Project: Milldale North Substantive

Date: 17 March 2026

Location: Online

Attendees:

Name	Role/Organisation
Rachel Morgan	Applicant planner – Barker & Associates
Charlotte MacDonald	Applicant planner – Barker & Associates
Trevor Lee-Joe	Applicant transport engineer – Stantec
Greg Dewe	Applicant – Fulton Hogan
Jordan Pauw	NZTA
Priya Thakur	NZTA

Item	Detail
1	Project Scope Clarification - Development yield has been refined to approximately 1,500 dwellings, down from the 1,850 referenced in economic report. 1,850 dwelling number came from an additional area to the west that formed part of the plan change. It does not form part of the substantive application as it cannot be serviced at this point in time. - Referral application was based on high-level master planning; detailed engineering work has now refined the layout and yield. Current plan shows similar but modified layout from referral application
2	Transport Infrastructure Upgrades - Multiple transport upgrades are already completed, underway, or planned with similar trigger conditions to PC-103 requirements. - Completed works: Northbound slip lane at Silverdale interchange (~3 years ago), bridge to Highgate across motorway (~1 year ago) - Currently underway: New road from Milldale to Dairy Flat Highway with upgraded intersection, bus lane along Silverdale Westside - Planned as part of Milldale (also supporting Milldale North): Upgrades to Lysnar Road, Sidwell Road, and Wainui Road to collector road standard; large roundabout at Argent Lane and Wainui Road. -Additional Milldale North upgrades: Same list as identified in Silverdale West ITA, with trigger conditions ensuring construction before reaching certain development thresholds. - Development cannot proceed past certain thresholds until required infrastructure is constructed and operational.

	Active mode connections throughout development, including off-road cycle/pedestrian paths from Orewa River through to Silverdale West, connections under motorway to Millwater, and over new bridge to Highgate.
3	ITA Methodology - ITA relies on regional model for trip generation rates, public transport mode share, and Penlink assumptions. - Model has been updated from 2019 through to 2024/2025 to include Silverdale West, Milldale North, and Milldale West developments. - Trip generation uses mixed development rates (high density and low density) from regional model, not single standalone dwelling rate of 10.4 per dwelling. - Current trip rate of 0.62 per dwelling was questioned as being half the recommended rate for out-of-town sites. 2019 ITA included breakdown of development types and trip rates, was peer reviewed by NZTA and signed off by both Auckland Transport and NZTA. - Model assumes Penlink delivery with tolling; question raised about whether tolling impacts were adequately captured. - Public transport infrastructure and bus routes are included in Milldale, with PT rates built into regional model.
4	NZTA's Key Technical Questions - Clarifying assumptions: Need transparency on trip generation rates, public transport mode share, and how these are calculated. - Sensitivity testing: Required for scenarios where improvements are delayed, development proceeds faster than assumed, or improvements don't deliver expected benefits. - Intersection performance breakdown: Need detail on which legs of Silverdale interchange are being used for entry/exit, and how traffic distributes. - Peak hour windows: Current analysis uses 7:45-8:45 AM and 4:30-5:00 PM, but recent traffic counts show peak conditions extending earlier and later; request for 6-9 AM and 3-6 PM analysis. - Specific concerns: Southbound off-ramp metering (which NZTA typically avoids as it causes backing onto mainline), and northbound slip lane design alignment. - Base vs future scenarios: Want to see existing demand/performance, future scenario, and future with growth scenario.
5	Actions - Applicant to prepare scoping document for substantive ITA covering methodology, trigger points, and background on previous NZTA agreements. - ITA to include detailed breakdown of how the regional model has been integrated into the micro simulation model - ITA to include information peak hour analysis windows to 6-9 AM and 3-6 PM (expand from current 7:45-8:45 AM and 4:30-5:00 PM) - ITA to include justification for trip generation rates

- | |
|--|
| <ul style="list-style-type: none">• Applicant to prepare conditions with trigger points for when improvements must be operational. |
|--|

Milldale North FTAA: NZTA discussion

1 July 2026; 10:00am-10:30am

Loop AI-generated meeting summary

AI-generated content in notes may be incorrect.

Decisions

General agreement to review and correct transcript notes for accuracy and share as needed

Agreed engagement objective: determine if NZTA is satisfied with information and conditions before consent lodgement, resolve any issues (e.g. linking proposed Silverdale interchange upgrades to a development trigger through a consent condition) before lodgement if possible.

Milldale team to share proposed conditions (by 3 July) with NZTA.

Milldale team to provide updated ITA and modelling with Wainui Precinct build-out statement to NZTA (by 9 July, after draft ITA has been review (WIP by B&A)

NZTA aiming to turn around comments on ITA and conditions by 13th/14th July (Jordan note post-meeting, this will be delayed due to some annual leave across relevant NZTA team members)

Open questions

Upgrade 4 rationale / benefit:

Triggers for upgrade require review of full ITA and modelling (by NZTA, without prejudice) before agreeing to any conditions

Duration of proposed layout benefits is unclear, modelling covers 2033 full buildout of Milldale North, Wainui Precinct, Ara Hills, Delmore, Silverdale West - does not cover future demand / time period beyond 2033. Noted for NZTA's info - there was no agreement to model beyond the full buildout

Alternative mitigation options were considered but if upgrade does not proceed need further review

Upgrade 4 compatibility:

Compatibility of northbound slip lane (onramp) and metering (eastbound at eastern Silverdale interchange roundabout, to allow priority for southbound offramp) with future Silverdale interchange upgrades.

need to be considered at detailed design for Silverdale interchange upgrade (see NZTA position letter on proposed Upgrade 4 to Silverdale Interchange dated 26 June 2026).

Will need more design detail, constructability assessment, ITA supporting rationale. Milldale team to overlay linework to show slip lane compatibility, and share with NZTA (no timeframe - facilitates future discussion)

Rationale for two active mode crossings (SGA silverdale interchange upgrade design) needs further discussion with NZTA at detailed design stage.

Agenda

Transcript, minutes to be updated & accepted following meeting

Introductions as required

Purpose - NZTA and applicant's team

Recap FTAA process & timeframes, lodgement date

Full ITA and supporting modelling – release date

NZTA – outstanding questions (TBC – NZTA is working through 19 June response)

Any other business

Agree actions

Review & correct transcript / minutes, confirm acceptance

Meeting notes

Meeting will be transcribed.

Project timeframes

Lodgement planned for the end of July.

Comment period likely to begin a few months after, depending on panel setup.

Timeframes: ITA reporting and modelling

NZTA noted ITA summary & 2033 modelling reviewed, asked when full ITA and modelling would be available.

Trevor confirmed that the team (B&A) is currently working through the full ITA reporting and modelling, with the updated/accepted report to be available soon.

AIMSUN modelling demonstration and analysis (without mitigation)

Trevor demonstrated the current AIMSUN traffic model, highlighting:

PM peak

that the PM peak presents significant local network issues (causing queues to extend west along Dairy Flat Highway to and beyond Wilks Road) without the slip lane, while the AM peak is not problematic.

the PM peak (~4pm) did not show significant queuing on the SH1 southbound offramp

northbound SH1 offramp not checked??

AM peak:

the AM peak included queueing from the southbound SH1 offramp, extending back on the SH1 southbound mainline. Trevor said this was because of demand from the western side of the Silverdale interchange moving through the interchange, making the SH1 southbound offramp queue because it does not have priority

Trevor noted westbound traffic within the Silverdale interchange has a queue meter to give the northbound offramp movements priority when the northbound offramp is queueing far back

Proposed mitigation

Northbound slip lane:

Trevor explained that the proposed slip lane would alleviate eastbound evening peak congestion on Dairy Flat Highway by allowing left-turning vehicles (SH1 northbound onramp) to bypass the western Silverdale Interchange roundabout, reducing queue lengths along Dairy Flat Highway.

Jordan asked whether the slip lane design shown in the meeting fits entirely within the existing road reserve, with no need for private land acquisition.

Trevor & Gregory confirmed this is the case that the slip lane design fits entirely within the existing road reserve, with no need for private land acquisition.

Metering:

NZTA queried proposal to meter southbound SH1 offramp, given AIMSUN model shows queuing onto SH1 southbound mainline without mitigation - metering the offramp would make this worse. Milldale North team confirmed this is not what is proposed.

Clarification: Milldale North team propose metering (queue metering) eastbound lanes on Silverdale Interchange, at the limit line before entering the eastern Silverdale interchange roundabout, similar to the existing westbound queue metering that gives the northbound offramp traffic priority to address queueing. Trevor confirmed this is to prioritise left-turning or through movements from the Silverdale off-ramp, and to prevent queues from extending onto the interchange (eastern roundabout).

Jordan requested the project documentation be updated to reflect the proposed queue metering, instead of offramp metering, as all info to date has suggested metering is on the southbound offramp. This will address the previous miscommunication in upgrade plans.

AIMSUN modelling demo (with mitigation)

Trevor demonstrated the AIMSUN model results once the following upgrades are included in the model:

Pine Valley Road / Dairy Flat Highway intersection upgrade:

The model showed that queueing at the Pine Valley Road / Dairy Flat Highway intersection did not extend onto the SH1 northbound offramp or westbound lanes of Silverdale Interchange.

Northbound slip-lane:

The model showed that the northbound slip lane would reduce queueing that extends west from the western Silverdale interchange roundabout. The reduction showed queues would not extend through the Dairy Flat Highway / Pine Valley Road intersection.

Queue metering of the eastbound lanes on Silverdale Interchange:

The model showed that the eastbound queue metering reduced southbound offramp queueing noticeably.

NZTA feedback on Upgrade 4 & discussion re. conditions:

Rachel queried whether NZTA is comfortable with the proposed upgrades.

Jordan noted NZTA cannot confirm a final position on the exact upgrade today, this needs to be a future conversation (per NZTA position letter)

Rachel noted the Milldale team want to reach alignment between proposed mitigation and NZTA comments on the substantive, as NZTA will be invited to comment

Jordan confirmed NZTA would like to see the proposed conditions (relating to Upgrade 4 and development triggers) as soon as possible to determine if there are any issues and discuss these ahead of lodgement. NZTA is focused on making sure the triggers for an upgrade are correctly identified with appropriate supporting information.

Rachel asked if NZTA's question is just "when does this upgrade happen?" rather than "does this upgrade happen?"

Jordan: NZTA can't prejudice a future decision (see NZTA position letter) by saying this upgrade will or will not happen now, during pre-app engagement or the substantive stage. That was the point of the letter, saying we can't say yes or no to this upgrade right now.

NZTA appreciates the Milldale team clarifying what's included in Upgrade 4, noting the AIMSUN demonstration helps understand the rationale behind Upgrade 4.

NZTA is happy to work with the Milldale team on determining what conditions are appropriate (on the FTAA consent) to provide for that future discussion (see position letter) and agreeing on an upgrade in the future. NZTA can't commit to this upgrade now because as said out in the letter, we are not in a position to do that today.

Alternative mitigation options

Priya requested clarification on alternative mitigation options if the proposed upgrade does not proceed, and on what alternatives (if any) had already been considered.

Trevor explained that alternatives, such as three lanes into the roundabout, are unlikely to be as effective and have not been modelled in detail.

Jordan noted that there was no information on this alternatives assessment, but that it would help understand the rationale behind the proposed upgrades (Upgrade 4). Jordan requested this info be provided.

Milldale team agreed to provide the brief alternatives assessment that was done (existing info, but not currently included in the ITA) that informed Upgrade 4 as the proposed mitigation.

Project queries and updates

XiaoFan asked Trevor if there was any update from AFC regarding the tolling situation, as this significantly affects demand.

Trevor confirmed the information from AFC included Penlink being tolled.

Jordan noted Auckland Transport and Council have not received any additional information in some time and had requested NZTA share what's been provided.

Jordan asked if there were any issues with this.

TGA Meeting Room 2 (Rachel) stated that information provided to NZTA will be shared directly with Auckland Transport and Council by the Milldale team, as part of ongoing, separate discussions with Carly Hinde.

Silverdale interchange - s176/s178 approval

s176 / s178 RMA approval not requested at present

Noted this will be required

Agreed this can be handled as a separate approval process outside the FTAA resource consent application (refer to NZTA position letter on proposed Upgrade 4 to Silverdale Interchange dated 26 June 2026).

Active mode crossings

Trevor raised the possibility of consolidating the two proposed active mode crossings of the motorway into a single crossing connecting directly to the bus station, with further discussion suggested for future design phases.

Jordan noted a lack of specific SGA knowledge, and suggested discussion the rationale for two separate state highway crossings at the detailed design stage for an NZTA upgrade of Silverdale interchange; speculating they may relate to providing for both northbound and southbound active mode movements which might otherwise be separated by or require crossing Twin Coast Discovery Highway.

Follow-up tasks

Task	Assigned to	Due date	Bucket
Provide the brief alternatives assessment (existing info, but not in ITA) that informed Upgrade 4 as the proposed mitigation (Trevor)			

Provide breakdown of vehicle movements from Silverdale West in the ITA modelling, specifying the split between northbound (SH1 onramp) and eastbound traffic (Trevor)			
Review northbound off-ramp traffic conditions during the evening peak and assess slip lane impact (Trevor)			
Send summary of outstanding NZTA questions and comments (re. ITA/modelling) to the project team (Jordan)			
Share proposed conditions and updated modelling with NZTA by COB 3 July (Charlotte / Rachel)		Fri, Jul 3	
Include a statement in the ITA confirming that the modelling accounts for the full build-out of the Wainui area (Trevor)			
Confirm the post-mitigation model showed queueing at the Pine Valley Road / Dairy Flat Highway intersection did not extend onto the SH1 northbound offramp or westbound lanes of Silverdale Interchange (Trevor)			To do
Correct facilitator minutes & circulate for comment / acceptance (Jordan)			To do
Review updated ITA and modelling info, provide feedback on proposed upgrade triggers & conditions (NZTA)			To do

Attachment D: Letter from the Ministry of Education



**Te Tāhuhu o
te Mātauranga**
Ministry of Education

Via email: info@fasttrack.govt.nz

29 July 2026

To whom it may concern,

Re: Milldale North Fast Track Application by Fulton Hogan Land Development

Introduction

This letter is in response to a request from Fulton Hogan Land Development (FHLD) to advise the EPA of the Ministry of Education's involvement with the substantive application that FHLD intends to submit under the Fast Track Approval Act.

The Crown owns two parcels of land on Upper Ōrewa Road adjacent to Fulton Hogan's land holdings. The two parcels were acquired for Education Purposes. The northern parcel of 5.6ha was acquired in 2018 and the southern parcel of 6.8ha was acquired in 2023. The total current landholding is around 12.4ha. The Ministry plans to acquire the parcel between the existing two titles, to connect the two titles and have a land holding of approximately 19ha. The intention is to designate this land for education purposes to enable the delivery of a secondary school and a primary school to serve population growth.

The Ministry of Education

The Minister of Education is the requiring authority for state schools throughout New Zealand under section 166 of the Resource Management Act 1991.

The Ministry is responsible for planning, managing and operating the Crown-owned school property portfolio and has an interest in ensuring that surrounding urban development enable safe and efficient ways to travel to school that reduce reliance on the use of private vehicles.

Structure Plan

As the education sites were added to the network to serve the planned urban growth in the area, in 2023 the Ministry was invited to participate in the Wainui Future Urban Zone Structure Plan process led by FHLD. The Ministry participated in meetings with FHLD on how the education sites could be serviced and discussions about the type

and form of the connections from Wainui Road through to our sites. A school precinct reflecting our existing and proposed land holdings was included in the structure plan prepared to support the private plan change and the supporting documentation for the fast-track application.

It is important to the Ministry that safe active mode connections are delivered as part of the development of surrounding residential areas to our sites. This is critical in enabling walking and cycling to school and reduces the effects of travel to school on the transportation network. In addition, it allows the Ministry to use its sites for education buildings and spaces by reducing the need for parking infrastructure. Because the site will contain a secondary school, the site will also serve a wider catchment and bus access will also be required. Fulton Hogan Land Development have indicated the location of an access point into our site through to Wainui Road, and we understand that there is also a green connection proposed to the south of our site that will connect the wider area to the future school site.

The Ministry also attended meetings that FHLD arranged with Auckland Transport which discussed the roading infrastructure in the wider area such as roundabouts on Wainui Road.

Fast Track Approvals Act Application

FHLD has consulted with the Ministry on the above application and worked through detailed matters regarding access and servicing arrangements between our adjacent landholdings. Through this exercise and at our request FHLD amended their initial layout to include a road running along our common boundary to increase our road frontage on the western side of our site.

The discussions with FHLD have also covered public servicing that might be available and opportunities to manage streams and watercourses across both sites. This included the location and potential diversion of watercourses that impact both the Ministry's and FHLD site.

In terms of servicing, we understand that it is FHLD's preference to connect to the Watercare networks but in case connections are not made available FHLD have included on-site private solutions for both water and wastewater.

In terms of the intermittent waterway that runs from the property south of the FHLD land, through the FHLD and into the Ministry land we are working with FHLD on an ultimate solution to address this issue. To this end FHLD are proposing to create a balance lot in this location to provide the Ministry time to finalise the plans for our landholdings. If it transpires that the waterway can remain in its current location FHLD have advised us they will seek a consent to culvert the watercourse through their site so as to provide the final portion of the road connection. Alternatively, if the Ministry needs to realign this watercourse then FHLD has advised they will

concurrently seek to do the same to again enable the final portion of the road connection.

Conclusion

FHLD have invited us to participate in and consulted with us in the development of their landholdings adjacent to the Ministry land. A connection from Wainui Road to our site has been identified as an important connection to enable multi-modal access to our site in the future and has been included in the plans prepared by FHLD.

Ngā mihi

Gemma Hayes
Planning Manager
Land Investment and Planning
School Property

[REDACTED]

Attachment E: Te Kawerau a Maki

17 August 2026

Fulton Hogan Land Development Limited
Attn: Greg Dewe
Via email: 

Tēnā koe Greg

Milldale North Substantive Application - Integrating Te Kawerau ā Maki Input and Values

Te Kawerau ā Maki understands that Fulton Hogan Land Development is shortly to lodge the substantive application for the Milldale North development.

This letter records for the Fast-track Panel that Te Kawerau ā Maki has attended multiple hui concerning the project, alongside Ngāti Manuhiri. This engagement builds on the work undertaken with Fulton Hogan through the Milldale North and Wainui West Plan Changes. That work included Te Kawerau ā Maki and Ngāti Manuhiri jointly preparing a Cultural Impact Assessment and entering into a Memorandum of Understanding with Fulton Hogan regarding the future use and development of Te Korowai o Maraeariki.

This letter represents the perspective of Te Kawerau ā Maki only. We do not speak for the interests or values of other iwi. We remain willing to work alongside our whanaunga iwi to help guide and support the design and development of Milldale North, while maintaining our autonomy as individual iwi.

Our engagement on the current project has focused primarily on Te Korowai o Maraeariki and our aspirations for that area, as set out in our letter dated 17 February 2026. We have reviewed the plans for Te Korowai o Maraeariki that are intended to be lodged with the substantive application.

Te Kawerau ā Maki is supportive in principle of the cultural and ecological regeneration proposed through Te Korowai o Maraeariki. The proposal recognises the wider cultural landscape of significance to Te Kawerau ā Maki and provides an opportunity to achieve positive outcomes grounded in kaitiakitanga and partnership.

For clarity, our support to date has focused primarily on Te Korowai o Maraeariki and should not be interpreted as unconditional support for every component of the substantive application. Te Kawerau ā Maki has not yet reviewed all technical reports in detail, and we reserve our position on matters including the permanent loss or modification of streams and wetlands, water abstraction, wastewater infrastructure and discharges, and cumulative effects on the Ōrewa Awa catchment.

Our clear preference is for the development to connect to public water and wastewater infrastructure. We acknowledge that private infrastructure has been proposed in response to current servicing constraints. However, Te Kawerau ā Maki has not yet reached a final position on the cultural and environmental acceptability of that infrastructure. Our position will be informed by further review of the relevant technical information and continued engagement with Fulton Hogan.

We have also discussed our aspirations to provide for a nursery, pā harakeke and potential reinterment area within Te Korowai o Maraeariki. We will continue to work through the details of these proposals directly with Fulton Hogan. Should any additional approvals be required, these will be sought separately by Fulton Hogan in partnership with Te Kawerau ā Maki.

We have undertaken a high-level review of the proposed conditions relevant to Te Kawerau ā Maki. While we do not oppose their inclusion at this stage, this should not be interpreted as confirmation that the conditions are complete or sufficient.

Te Kawerau ā Maki intends to review the complete substantive application and provide formal comments when invited to do so through the fast-track process. Those comments may address the matters identified above and may seek amendments or additional conditions relating to freshwater, wastewater, ecological and cultural effects, cultural monitoring, and the long-term protection, governance and management of Te Korowai o Maraeariki.

Accordingly, this letter is provided to record our engagement and position at the time of lodging only. It does not replace, limit or prejudge the formal comments Te Kawerau ā Maki may provide once the substantive application and supporting technical information have been fully reviewed.

Te Kawerau ā Maki looks forward to continuing our mahi with Fulton Hogan throughout the fast-track process and the detailed design and implementation of this important project.

Ngā mihi,



Ashleigh McDonald
Pou Taiao
Te Kawerau Iwi Tiaki Trust



17 February 2026

Milldale North: Integrating Te Kawerau ā Maki Input and Values

Te Kawerau ā Maki acknowledge the intent of the proposed 130ha ecological restoration area and the opportunity it presents to enhance the mauri of the Ōrewa Awa catchment.

From a settlement and iwi management plan perspective, this site is not simply an ecological offset area — it sits within a wider cultural landscape of significance to Te Kawerau ā Maki and therefore should be approached as a cultural regeneration project grounded in kaitiakitanga and partnership.

The following matters were ones we discussed in our hui on 11 February 2026. I have written them here to provide high-level thinking to inform the developers and designers as they move forward with their proposal/project.

Giving Effect to Kaitiakitanga and Active Partnership

Our Deed of Settlement affirms Te Kawerau ā Maki's role as kaitiaki across our rohe and provides statutory acknowledgements over areas of cultural significance. While this project is developer-led, it intersects with those broader recognition frameworks and must therefore reflect:

- Active involvement in design refinement by Te Kawerau ā Maki (and Ngāti Manuhiri, but we do not speak for them) – outlined in our MOU.
- Shared decision-making where cultural outcomes are concerned
- Long-term governance or operational roles where appropriate

Eco-Sourced Nursery Opportunity

Rather than functioning solely as project infrastructure, the proposed eco-sourced nursery presents an opportunity to:

- Establish an iwi-partnered nursery model
- Support eco-sourcing consistent with whakapapa and seed integrity
- Cultivate rongoā species and taonga species plants
- Provide rangatahi and uri training and potential employment pathways in this space

This aligns with our objectives relating to indigenous biodiversity restoration, intergenerational knowledge transfer and building iwi capacity in environmental management.

The nursery should be embedded in the masterplan as a long-term cultural and ecological asset.

Rākau Rangatira

Planting design should reflect cultural hierarchy and species status. Rākau rangatira such as: Kauri, Kahikatea, Pūriri and Rewarewa should be located in protected zones that reflect their status and ecological needs.

In particular:

- Kauri must be located away from high-traffic recreational tracks and areas where public will congregate or walk through
- Track design must avoid root zones and incorporate biosecurity measures where Kauri are present

This approach gives effect to both Kaitiakitanga obligations and active protection principles. It ensures restoration enhances mana and mauri rather than creating future risk.

Establishment of a Pā Harakeke

Harakeke is not simply a riparian species — it is a cultural resource governed by tikanga. Te Kawerau ā Maki would support the establishment of a defined pā harakeke, designed and managed as:

- A cultural harvest area with interpretation about the species and its uses and correct harvesting techniques
- A weaving and wānanga resource
- An opportunity for future local communities living in Milldale to learn about and use this taonga

A designated pā harakeke would elevate the site from “amenity planting” to active cultural regeneration and community recreation. There have been a couple of really great examples of pā harakeke throughout Aotearoa, and even here in Tāmaki Makaurau (Auckland).

Accidental Discovery & Potential Reinterment Area

The Ōrewa Awa catchment is part of a wider ancestral landscape and requires: Robust accidental discovery protocols; immediate iwi notification and tikanga-led processes where kōiwi or taonga are uncovered.

Given the scale of earthworks anticipated across this project, proactive planning is culturally appropriate.

Te Kawerau ā Maki recommend consideration of:

- Identification of a culturally protected, low-traffic area within the masterplan

- Potential designation as a contingency reinterment site
- Governance and access arrangements to be discussed further to make this viable/appropriate

This approach reflects:

- Settlement principles of active protection
- Recognition of wāhi tapu values
- Forward-thinking cultural risk management

Cultural Narrative Framework & Pou Whenua/Interp

Te Kawerau ā Maki have a historical connection to this rohe (alongside our whanaunga Ngāti Manuhiri). Cultural expression within the landscape should therefore be iwi-led.

Interpretation should not be generic environmental signage, but it should be guided by a cultural narrative framework developed by iwi, potentially including:

- Pou whenua (where appropriate) or cultural markers at entrances to tracks
- Te reo naming of tracks and lookouts
- Integrated design elements that are subtle but contribute to narrative
- Storytelling relating to the history of this rohe (area) - interp

This aligns with iwi management plan objectives to:

- Restore visibility of iwi presence
- Embed cultural identity in public spaces
- Normalise te reo and cultural narratives within contemporary development

Please note: This memo is from the perspective of Te Kawerau ā Maki and we do not speak on the interests or values of Ngāti Manuhiri. We are always willing to work alongside our whanaunga iwi in helping to guide and support the design, development and interp here in Milldale North, while still maintaining autonomy as individual iwi.

Ngā mihi,

Ashleigh McDonald
Pou Taiao – Environment Manager
Te Kawerau Iwi Tiaki Trust

Attachment F: Letter to Adjacent Landowners and Occupiers

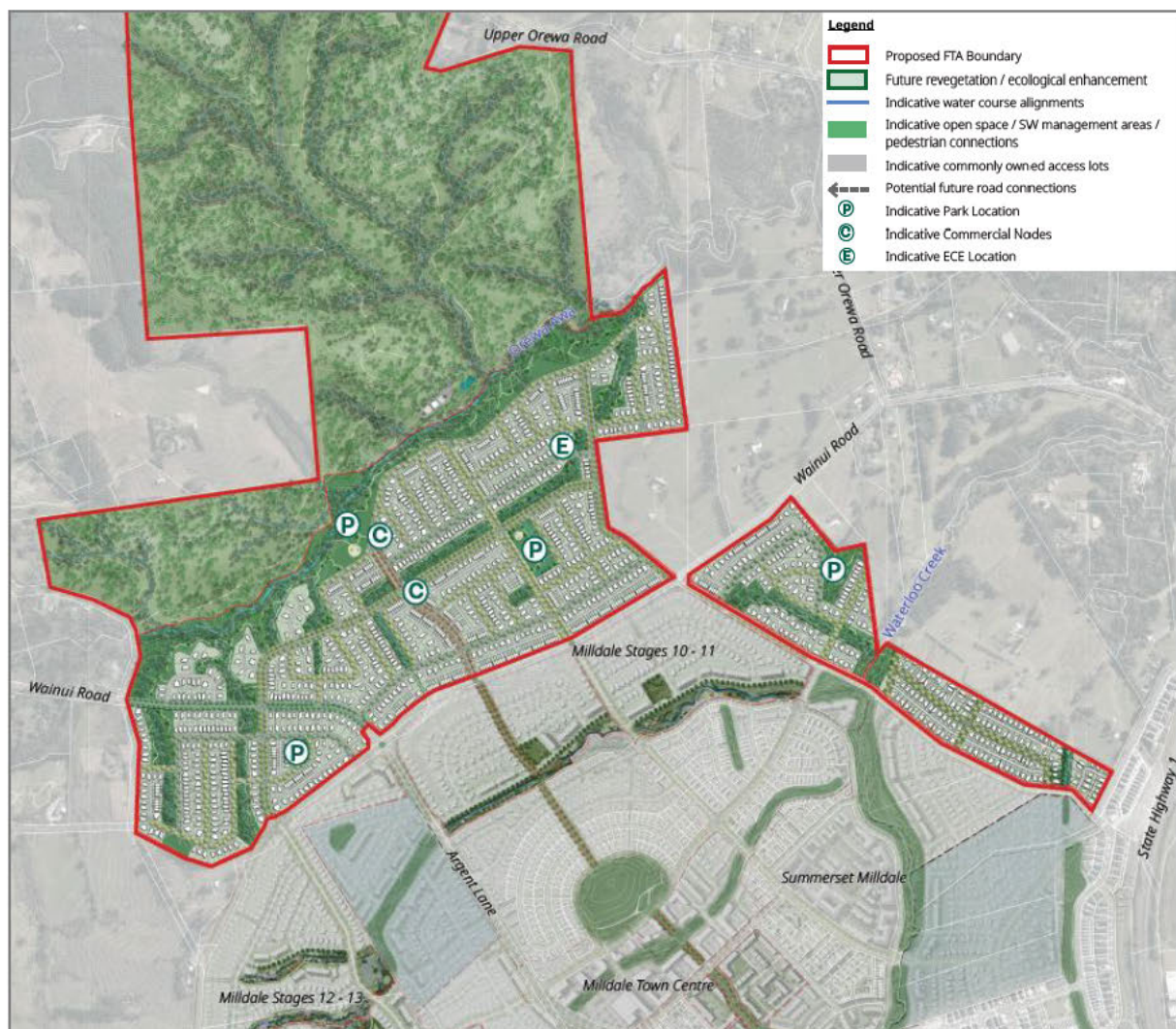
4 May 2026

Owner/Occupier

Tēnā koe

Milldale North Fast-track Project

Fulton Hogan Land Development Limited is seeking to undertake subdivision and ancillary works associated with the Milldale North development, as detailed in Figure 1 below¹. The development is an extension of the existing Milldale area, which will enable an additional 1,500 residential dwellings and a small commercial area. The development also involves a large-scale ecological restoration area of approximately 129 hectares of existing farmland on the northern side of the Ōrewa Awa, including walking and cycling trails to enhance recreation and amenity.



¹ The masterplan is an approximate design only and is currently being refined prior to submission of the application.

We are currently progressing through the consenting process, with the view of a resource consent application being lodged in July 2026.

The project is currently a referred project under the *Fast-Track Approvals Act* ('FTAA'). This means that instead of being considered by Auckland Council under the Resource Management Act 1991, a resource consent application can be considered by an independent panel which is established after being lodged with the Environmental Protection Agency (EPA) | Te Mana Rauhi Taiao under an alternative consenting pathway. Notwithstanding, a full assessment of environmental effects against the relevant planning provisions (i.e. Auckland Unitary Plan) must still be undertaken.

Under the FTAA, the independent panel will invite comments from the owners and occupiers of land adjacent to where the project is to be undertaken. The purpose of this letter is to inform you that a property you own or occupy has been identified as adjacent to the land on which the project is to be undertaken.

If you would like your contact details to be shared with the EPA to assist them in seeking your comments, we kindly ask that you provide us with your name, address and email address. If you are not the owner of the property, please let us know and also provide us with the owner's contact details. To advise these details please email [REDACTED] Any personal information you supply will be passed on to the EPA for its use with regard to the project but will otherwise remain confidential.

For more information on Fast-Track Approvals Act please refer to <https://environment.govt.nz/acts-andregulations/acts/fast-track-approvals-bill/>.

Yours sincerely | Nāku noa, nā

Fulton Hogan Land Development Ltd