

**Project:** Milldale **Project No:** 310204177  
**To:** Greg Dewe (Fulton Hogan Land Development) **Date:** 24 April 2024  
Nick Roberts (Barker and Associates)  
**From:** Trevor Lee-Joe (Stantec NZ)

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**RE:** Milldale Stage 10-13 Fast Track Application

### Background

The Milldale suburb is located in Wainui, in the northern region of Auckland. The suburb has been structure planned and master planned and construction within the suburb officially began in 2019. Prior to construction Milldale was subject to the necessary planning approvals to support the anticipated development of the suburb to accommodate some 4,500 dwellings and 40,000m<sup>2</sup> of commercial area. From a transportation perspective, an Integrated Transportation Assessment (ITA) was undertaken, inclusive of detailed modelling, and a final report was issued in October 2019 which concluded that with the recommended roading infrastructure implemented the anticipated build out could be supported with no significant impacts on the surrounding transport network. It should be noted that the modelling and report were reviewed by representatives of Auckland Transport (AT) and the New Zealand Transport Agency Waka Kotahi (NZTA) through the process and the ITA was subsequently approved by AT (a copy of the approval letter issued by AT is attached to this memo).

### Unfunded Projects

The ITA and the AT approval letter identify three unfunded roading projects which would be required to support the full buildout of Milldale to 4,500 dwellings if the O Mahurangi - Penlink project (Penlink), a new seven-kilometre highway linking the Whangaparaoa peninsula with State Highway 1 (SH1), was not to proceed. The unfunded road projects comprised:

- An additional westbound lane on the Silverdale Interchange over-bridge;
- Four-laning of Dairy Flat Highway between Pine Valley Road and the Silverdale Interchange; and
- Additional upgrade of the Dairy Flat Highway / Pine Valley Road intersection.

As indicated in the ITA, the trigger for these projects was offered at 3,800 dwellings if Penlink didn't proceed. However, as of November 2023 the Penlink project entered its main construction phase and the target date for completion of the project is late 2026. Based on this, the unfunded projects listed above will not be required. Furthermore, the current number of dwellings occupied within Milldale currently sits at around 1,500 to 1,600 and by 2026, a conservative estimate would be 2,500 dwellings occupied in Milldale. This is well below the trigger identified by the modelling for the three unfunded projects.

### Other Supporting Projects

In terms of the other mitigation measures identified through the modelling as being required to support the build out of Milldale, Fulton Hogan Land Development Ltd (FHLDL) entered into two Infrastructure Funding Agreements (IFA's) with AT and Auckland Council to deliver these projects. A number of these projects have already been completed, some are currently being constructed and others will be completed through the continued development of Milldale. The status of each of the agreed projects as at April 2024 is shown in **Table 1** below.

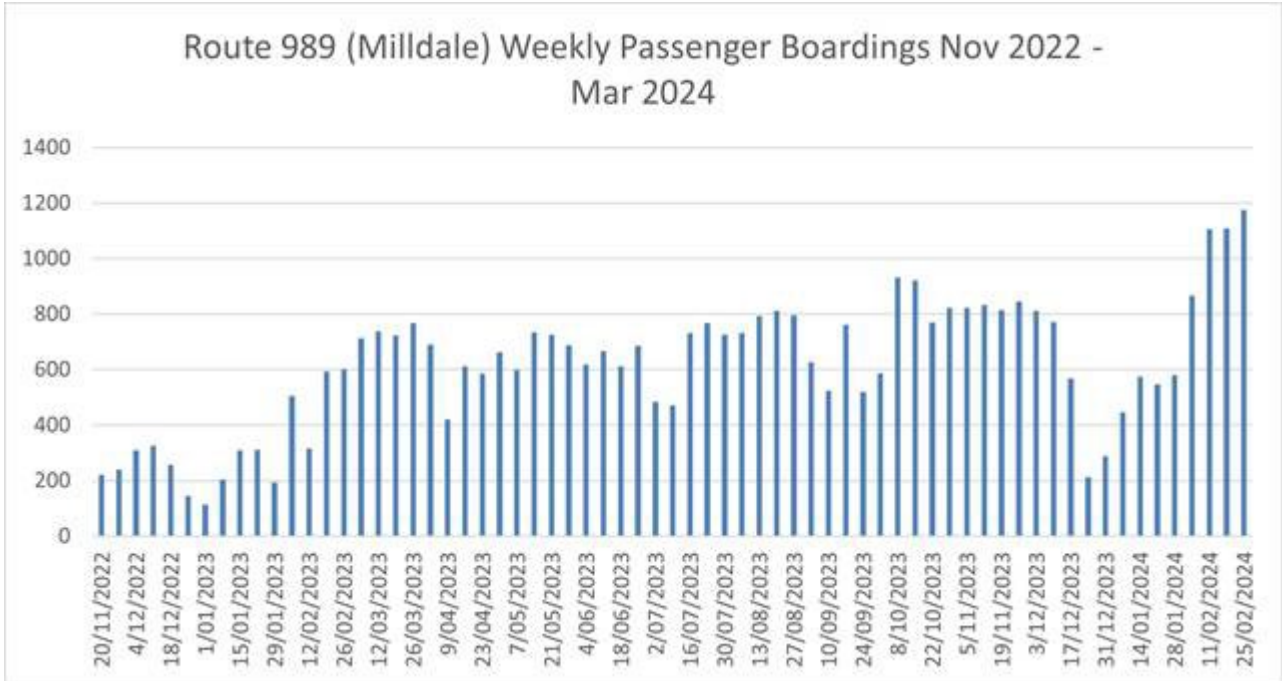
**Table 1: Project Status**

Project Description	Status as at April 2024	Additional Comments
Left turn slip lane on the northbound off-ramp at the Silverdale Interchange	Completed and operational (2021)	
Weiti Stream Bridge	Completed and operational (2022)	
Argent Lane / Pine Valley Road / Old Pine Valley Road roundabout	Completed and operational (2023)	
Highgate Over-bridge	Construction commenced 2023 and due for completion by end of 2024	Currently around 70% complete
Argent Lane / Wainui Road roundabout	Consented and due to commence construction in Spring 2024	
Pine Valley Road / Dairy Flat Highway intersection upgrade	Consented, detailed design complete, due to commence construction in Spring 2024	
Argent Lane extension to connect Dairy Flat Highway to Wainui Road	Being constructed in stages as development within Milldale proceeds. Currently 50% complete.	Full completion by 2026
Wainui Road upgrade to collector road standard between Lysnar Road and Argent Lane	Consented and will be constructed as the suburb is built out	
Lysnar Road / Wainui Road Intersection upgrade	Consented and will be constructed as the suburb is built out	
Lysnar Road Bridge	Consent application has been submitted with Auckland Council and will be constructed in conjunction with the adjacent stage of development (Stage 8)	
Sidwell Road / Endsley Rise Intersection	Consent application has been submitted with Auckland Council and will be constructed in conjunction with the adjacent stage of development (Stage 8)	

As indicated in the details of Table 1, all of the identified mitigation measures have been completed or will be completed either by 2026 or as the Milldale suburb is fully built out to 4,500 dwellings.

## Public Transport

Further to the provision of roading infrastructure within and around Milldale, FHLDL has continued to work together with AT to enable a robust and efficient public transportation system to support the residents of Milldale. A new bus route (989 bus-route) was established in November 2022 which connects Milldale (John Fair Drive) and the Hibiscus Coast Station. AT has provided the patronage figures for this bus route from the time the route was established through to March 2024 and these figures are illustrated in **Figure 1**.



**Figure 1: Bus Patronage (Route 989)**

As shown, patronage numbers have continued to increase for the route and this trend is likely to be maintained as the Milldale suburb continues to be developed. This will ensure that public transport continues to provide a viable alternative transport mode and help reduce reliance on private vehicles.

**Fast Track Application**

FHLDL is currently seeking a fast-track consenting process for the remainder of the build out of the Milldale suburb (Stages 10-13). This will expedite the delivery of much needed housing to support population growth in Auckland, particularly in the northern region. The internal roading typologies for Stages 10-13 will be consistent with the typologies adopted for Stage 1 through 9, which have been subject to approvals by AT for each respective stage.

Since the completion of the original ITA in 2019 Stantec have been involved with every stage of development at Milldale since which, has involved separate transport assessments for each stage consented (Stages 1 through 9). None of these assessments have identified any additional projects to be required over and above those contained in the original ITA. As such it is considered that the projects shown in Table 1 remain current and will ensure that the delivery of the balance of the dwellings within Milldale will not adversely impact the operation of the surrounding transport network, particularly now that Penlink is currently being constructed and due for completion at the end of 2026. In addition, the dwelling yields, infrastructure provision (completed and programmed) and current rate of build are consistent with the modelling assumptions of the ITA.

Overall, it is considered that the fast-track process sought by FHLDL can be accepted from a transportation perspective.

**Stantec New Zealand**



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