

Reference	Organisation Reference	Comment	Applicant Response
Rodney Local Board			
1(a)	Rodney Local Board	The Rodney Local Board are concerned that: This fast-track application is out of sequence with Auckland Council's Future Development Strategy (FDS) 2023, which has this area development ready by 2050 plus.	Refer to Updated AEE and Legal Covering Memo.
1(b)	Rodney Local Board	That there is no funding in council's 10-year budget for the required infrastructure prerequisites for this area to be development ready i.e. North Shore Rapid Transit (extension to Milldale).	The analyses prepared by Commute Ltd (ITA lodged with substantive application and also the Response Memorandum) confirm that there is sufficient capacity within the existing transport network to accommodate the development (subject to the recommendations in Commute's report being adopted, which they are). No water supply prerequisites are identified within the FDS. Vineway Ltd considers that no additional funding is needed to fund wastewater services for the site. On-site wastewater services can be provided as needed until connection to the public network is available. Vineway Ltd's position is that there will be capacity at Army Bay as part of the Stage 1 upgrades.
1(c)	Rodney Local Board	The Hibiscus Coast Park n Ride station is at capacity and carparks are full by 7am and this proposed development will add to the already congested State Highway 1 between Orewa and Albany.	Commute Ltd has undertaken an assessment of how Delmore integrates with the transport network and of potential adverse effects. It has concluded that subject to its recommendations being adopted, the additional vehicles associated with the development can be accommodated by the transport network. All recommendations have been adopted by the application in its master-planned design. In regard to bus services in particular, the Ara Hills development to the east has been identified as a point for an imminent future connection to the bus network. This will be able to be accessed by Delmore residents. The NoR6 road is designed to accommodate future bus services. Refer to the Integrated Traffic Assessment lodged with the substantive application and to the Commute Response Memorandum.
			Extensive geotechnical and flooding analyses were undertaken to support the application as lodged.

1(d)	Rodney Local Board	This proposed development is in an area of high hazard with both land instability and flood risk and we are concerned that engineered mitigations may fail during extreme weather events as experienced in 2023 in Auckland.	Further work has been undertaken in response to the questions raised by Auckland Council's geotechnical and flooding experts. This suite of analyses confirms that the site can safely be used for residential purposes. Please refer to the Geotechnical and Flooding Reports lodged with the substantive applications, the Geotechnical and Groundwater Response Memorandums, OLFP Memorandum and Healthy Waters Memorandum.
1(e)	Rodney Local Board	This development will increase the flood risk for neighbouring properties including 180 Upper Orewa and 226 Grand Drive.	The flood assessment undertaken by McKenzie & Co civil engineers demonstrate that the development results in less than minor localised flood risk for two neighbouring properties. Please refer to the Flooding Report lodged with the substantive applications, OLFP Memorandum, Healthy Waters Memorandum and AVJ Hobsonville Response Memorandum
2(a)	Rodney Local Board	If this development is approved, the Rodney Local Board request the following: That this development is charged a financial contribution or development levy so that they pay their share of the transport infrastructure, reserves and community facilities that will be needed to be constructed/acquired sooner than planned.	The proposal will be subject to Auckland Council development contributions. The applicant is covering the cost of constructing the NoR6 road within the site boundary. All on-site infrastructure needed to service the development will be funded by the applicant.
2(b)	Rodney Local Board	That the proposed 3,200m2 Neighbourhood Park allotment i.e. a balance lot 5020, is transferred to council at no cost	The applicant will cover the cost of the construction work required to form the two proposed parks. The standard approach for park acquisition is for Auckland Council to purchase the park space through a negotiation process. This is the approach that will be followed in this case. This approach reflects the statutory mechanisms available to Auckland Council to financially support park acquisition. These are listed in Auckland Council's "Parks and Open Space Acquisition Policy".
2(c)	Rodney Local Board	The developers fund a regular feeder bus service from this development to the Hibiscus Coast Bus Station at Silverdale until the rapid transport network through to Milldale has been constructed or Auckland Transport agrees to funding the interim feeder bus service.	Public transport is the responsibility of Auckland Transport, and as such, the developer cannot control this. Nonetheless, this is not considered necessary given the location of the site and the timing of future bus services. The NoR 6 road within the site has been designed to accommodate buses, including having a 7.0m carriageway width and central flush median thereby accommodating two-way simultaneous busses. By 2027, a new bus service (987) is planned to connect Ara Hills with Orewa, West Hoe Heights, and the Hibiscus Coast Station. We understand that this timing generally aligns with when houses within Delmore Stage 1 will be built. This service could be extended further in the subject site (along NoR6 road).
2(d)	Rodney Local Board	Auckland Council is not liable for buying out future residents if properties experience land instability or flooding.	Noted.
2(e)	Rodney Local Board	Road widths including on-street parking and do not impede emergency or heavy vehicle access as experience at the Milldale development.	Off street parking is provided where practical. No-stopping lines will be provided between off street car parks to ensure that emergency vehicle access is not impeded. All properties have off street parking.
2(f)	Rodney Local Board	All lots have off-street parking or garaging to enable electric vehicle charging	It is confirmed that all dwellings will have off-street vehicle parking in the form of a garage. Garages typically have power supply. Any additional vehicle-specific electric vehicle charging can be added by future residents if required.

	3 Rodney Local Board	Understand “the development will involve the construction of approximately 1,250 dwellings, one unserviced residential superlot, open space areas, areas of protected vegetation, roads including the NoR 6 road, supporting infrastructure and other associated works” (AEE pg 9), however, note that only the section of NoR6 through this development is to be constructed.	This project will fund and deliver the part of NoR 6 which runs through the site and connects the Ōrewa SH1 interchange at Grand Drive with Wainui Road. It is Vineway Ltd’s understanding that the small part of the NoR 6 road required to make it connect from the Delmore site boundary to the interchange is being delivered as part of the conditions of consent applying to the neighbouring Ara Hills development to the east.
	4 Rodney Local Board	Express concern that the proposal includes extensive “bulk earthworks over an area of 58.4 hectares .... total 2,225,000 m3” (AEE pg 27), including “relocating the cut material for engineered fill along the periphery of the streams” (AEE pg 27); and requires earthworks within “riparian margins across the site ... existing natural wetlands, and areas of vegetation subject to consent notice conditions” (AEE pg 27).	The site is currently farmland and contains rolling topography. The Council has identified it as an area for future urban development and therefore, extensive earthworks are anticipated to make the site suitable for development. Within the proposed two stages of development, an effort has been made to achieve a cut/fill balance. This minimises the need to transport materials across the site, thereby reducing construction movements and associated environmental and logistical impacts. The total volume of earthworks is required to form building platforms and provide the necessary infrastructure. The proposal has been specifically designed to protect and enhance natural inland wetlands, riparian margins and areas of native vegetation to the maximum extent practicable.
	5 Rodney Local Board	Construction noise concerns	Noise mitigation measures to control noise levels generated by construction works have been included as a condition of consent. With mitigation measures in place, including acoustic screening, Standard E25.6.27 of the AUP (long-term construction noise limits) may be temporarily exceeded by 5 dB at one receiver only during works in the proximity, being 59 Russell Road. The effects of this infringement can be described as reasonable as the duration of infringement is less than one week. Further, concentration may be affected but residential and office activities can generally continue at the resultant internal noise levels during the infringement. The proposed conditions of consent will ensure that construction works only take place between the hours of 7:30am and 18:00pm, Monday to Saturday. No works will take place on Sundays or public holidays.
	6 Rodney Local Board	Request robust earthworks mitigation and monitoring	Mitigation for sediment control will be undertaken in accordance with GD05, and appropriate controls will be put in place to ensure sound and vibration are within allowable limits. A competent contractor will be engaged to undertake the earthworks, and regular weekly site observation will be undertaken to check dust suppression, and sediment control devices are installed and operating in accordance with the consent conditions. An Assessment of Environmental Effects has been provided by B&A which considers that any land disturbance effects will be less than minor.
	7 Rodney Local Board	Request robust mitigation and earthworks monitoring regarding freshwater habitats	Sensitive receiving environments will be clearly delineated and protected during earthworks using industry best practice outlined in GD05, and in accordance with the consent conditions.
	8 Rodney Local Board	Request vehicle wash down is a requirement when needed to avoid the tracking of dirt onto the surrounding roading network.	Appropriate measures to avoid tracking of sediment onto the roads will be provided, such as wheel wash or rock entrance. It will be the contractors contractual obligation to manage the risk of sediment leaving site and being tracked onto the road, and the measures will be agreed with Auckland Council’s compliance officer prior to works commencing. We note that an Erosion and Sediment Control Plan will form part of the consent conditions, which requires certification from Council prior to works commencing.

	9 Rodney Local Board	Request if consented, construction hours of operation are determined in consultation with affected parties, and with consideration of increases in risk due to seasonal environmental conditions.	Section 7 of the lodged Noise Assessment by SLR offers a condition of consent which requires the consent holder to provide a CNVMP. The CNVMP includes a requirement to provide written communication to occupants of all neighbouring buildings prior to commencement of activities on site. Written communication includes the working hours and expected duration. As outlined above, the proposed conditions of consent will ensure that construction works only take place between the hours of 7:30am and 18:00pm, Monday to Saturday. No works will take place on Sundays or public holidays. These are standard construction hours.
	10 Rodney Local Board	Blanket authority to modify concerns	<p>Existing recorded sites are avoided completely and the authority conditions require for them to be demarcated during earthworks to prevent unintended impacts.</p> <p>Elsewhere in the site, the areas where discovery is most likely will be subject to archaeological monitoring during earthworks to ensure that any discoveries are properly managed to either protect or record the discovery. The extent of earthworks in these areas is minimal in any event.</p> <p>The Archaeological Assessment concludes that the likelihood of discovering archaeological sites or artefacts outside these areas are low. We also note that the Archaeological Assessment has been reviewed by HNZPT and the conditions proposed by HNZPT have been accepted by the Applicant.</p>
	11 Rodney Local Board	Support accidental discovery protocols are included in resource consent conditions.	Noted and confirmed that accidental discovery protocols have been offered as conditions of consent. This has been addressed within the Proposed Draft Consent Conditions prepared by Barker and Associates.
	12 Rodney Local Board	Natural inland wetland concerns	<p>As noted in the Ecological Impact Assessment, the proposal has been specifically designed to protect and enhance natural inland wetlands to the maximum extent practicable. Incursions are limited to those areas required to deliver crossings that are essential to access the different parts of the site. To offset the loss of these wetland areas, the Applicant proposes to create new wetlands at a ratio of 3:1. All new wetland areas will be subject to a minimum of 10m wide buffer planting around their edges. The offset measures will result in a net gain of 2,173m<sup>2</sup> of wetland habitat.</p> <p>With regard to the wastewater discharge, the quality of the treated wastewater being discharged on-site is of a standard equivalent to that used for potable water internationally. Refer to Apex technical note as provided with further responses. Viridis has confirmed that it will not result in material harm to water quality. The proposed conditions of consent ensure these outcomes are met.</p> <p>The geotechnical engineers (Riley) consider that the proposed excavations should not alter the receiving flows for the downstream catchments. Accordingly, for the bulk of the development there should be no groundwater drawdown effects that extend beyond the site boundaries with respect to the downstream receiving environments.</p>
	13 Rodney Local Board	Request if consented, infrastructure avoids wetlands and waterways on the site and within associated distance setbacks	As noted in the Ecological Impact Assessment, the proposal has been specifically designed to protect and enhance natural inland wetlands to the maximum extent practicable. Incursions are limited to those areas required to deliver crossings that are essential to access the different parts of the site. To offset the loss of these wetland areas, the Applicant proposes to create new wetlands at a ratio of 3:1. All new wetland areas will be subject to a minimum of 10m wide buffer planting around their edges. The offset measures will result in a net gain of 2,173m <sup>2</sup> of wetland habitat.

14	Rodney Local Board	Express extreme concern "the site is subject to a series of flood hazards in the form of flood plains, overland flow paths, flood prone areas and flood sensitive areas" (AEE pg 18).	The levels in the proposal have been set to ensure that lots and key services are located above the flood plain, which has been modelled for extreme rainfall event, being the 1% AEP event + 3.8 degree climate change. The flood plains have been modelled throughout the development, and this shows that they can be appropriately managed through the development. The flows within the streams are well contained and do not pose risk to the proposed lots or supporting infrastructure. Culverts have been designed to pass the extreme flows.
15	Rodney Local Board	Request conservative approach to stormwater management within flood hazard environment	Flood risk has been modelled in accordance with Auckland Council's flood modelling guidelines, and includes provision for climate change in line with the latest guidance. Water in the catchment is contained behind the State Highway 1 embankment, and the flood assessment concludes that localised flood risk on two existing properties will be less than minor. The change in water level during extreme events is considered to be appropriately designed for.
16	Rodney Local Board	Concern at increased impervious surfaces	As per comment above.
17	Rodney Local Board	Request for typical on-site environment to be used in assessment	The image in the AEE is one picture used to illustrate the existing environment. The freshwater features have been carefully assessed as outlined within the Ecological Impact Assessment and Wastewater Discharge Memo (as lodged with the substantive application).
18	Rodney Local Board	Concern regarding on-site instability	<p>The approach taken to assessing stability and the required stability enhancement measures is considered to be appropriately conservative. Further the design of such measures will be undertaken in accordance with the Geotechnical Investigation Report (GIR). We consider that the geotechnical consent conditions proposed in the GIR provide appropriate consideration and mitigation of these issues.</p> <p>During construction, the erosion and sediment control measures as outlined within the proposed conditions of consent will be implemented (including the ESCP). The proposed conditions also include seasonal restrictions on earthworks.</p>
19	Rodney Local Board	Concern regarding large areas of native vegetation	The development has been setback from areas of significant native vegetation. Vegetation removal is only proposed in these areas for infrastructure requirements. Any vegetation loss will be replaced by offset planting. This results in an overall greater vegetation cover across the site than is currently existing. Refer to the Ecological Impact Assessment for further detail.
20	Rodney Local Board	Request if consented the infrastructure avoids Significant Ecological Areas on the site.	The development avoids areas identified as SEA-T in the AUP.
21	Rodney Local Board	Concern regarding vegetation removal	The development has been setback from areas of significant native vegetation. Vegetation removal is only proposed in these areas for infrastructure requirements. Any vegetation loss will be replaced by offset planting. This results in an overall greater vegetation cover across the site than is currently the case. Refer to the Ecological Impact Assessment for further detail.
22	Rodney Local Board	Domestic cats consideration	A condition to this effect is not considered necessary.

23	Rodney Local Board	Robust ecological assessment required	A robust ecological assessment has been provided within Section 11.6 of the AEE and an Ecological Impact Assessment has been provided, refer to Appendix 4. Further Ecological Response documents have also been provided by the applicant as requested by Auckland Council's Ecologist.
24	Rodney Local Board	Robust assessment of effects on ecology, freshwater and downstream receiving environments	Refer to the Wastewater Discharge Memo as provided as part of the substantive application and the Response to Wastewater Discharge Queries provided with the further responses.
25	Rodney Local Board	Dewatering effects on hydrological values	Riley (geotechnical engineers) have advised that dewatering should not result in a reduction of water being directed to the wetland and streams within the development catchment.
26	Rodney Local Board	Support "approximately 43.7 hectares (approximately 40% of the entire site) is proposed to be retained, protected, preserved or enhanced through the protection of vegetation and revegetation planting" (AEE pg 31).	Noted and confirmed.
27	Rodney Local Board	Riparian margin planting species	This is covered off in the landscape design. It is considered that suitable species are used for planting near riparian margins. Please refer to the Landscape Plan for specific species proposed. Changes have been made in response to comments from the Department of Conservation. Further changes have been made in response to comments from Auckland Council Parks.
28	Rodney Local Board	Council compliance team	Vineway Limited and its parent company Myland Partners (NZ) Ltd have not had enforcement issues. Compliance with consent conditions is taken very seriously.
29	Rodney Local Board	Consider sustainable development such as solar energy	Solar can be provided on each house however it would be for each individual house provider to determine if this is right for them. Regardless, a power connection to the network is necessary to protect life.
30	Rodney Local Board	Request consultation with local residents	The Applicant has engaged with all neighbouring properties as it is required to do so under the Fast Track Approvals Act.
31	Rodney Local Board	Access for emergency and heavy vehicles	Refer to Commute's Response Memorandum. Each intersection has been assessed to ensure the relevant sight distances can be achieved. The Landscape Plans will be updated to reflect this and a condition of consent is proposed to ensure these areas contain low level planting.
32	Rodney Local Board	Request that wastewater disposal and systems pose no environmental risk	The quality of the treated wastewater being discharged on-site is of a standard equivalent to that used for potable water internationally. Refer to Apex technical note as provided with further responses. Viridis has confirmed that it will not result in material harm to water quality. The proposed conditions of consent ensure these outcomes are met.
33	Rodney Local Board	Do not support "the removal of treated wastewater off-site, via trucking or other means" (AEE pg 64).	The proposed on-site wastewater system will include a tankering component, predominantly during dry weather months. Memorandums have been prepared from relevant specialists (noise, odour, traffic, civil, and wastewater infrastructure) to assess the effects.
34	Rodney Local Board	Request that Auckland Transport have final decision making on design components for NOR 6	As outlined above, the Applicant proposes to fund the portion of the NOR 6 which is located within the development site. The applicant is currently consulting with Auckland Transport on the design. Auckland Transport must approve any works associated with this road.
35	Rodney Local Board	Request providers of infrastructure and amenities are consulted with	The applicant has been engaging with Council, utility providers, neighbours and iwi on an ongoing basis.
36	Rodney Local Board	Walking and cycling connections	Refer to Terra Studio Memo and Plans which provides additional connections. The NOR6 is designed to have cycling infrastructure.