

Memorandum –Response to AT

TERRA STUDIO

To: [REDACTED] – Barker & Associates

From: Terra Studio

Re: Response to the Auckland Transport Pre-App Memorandum dated 20/11/2025

This memorandum responds to Item 4 in the Auckland Transport Pre-App Memorandum seeking additional road connections between Delmore and Ara Hills.

1.0 Summary

Auckland Transport has identified four key locations where additional road connections could be provided to improve integration between the Delmore development and the adjoining Ara Hills development to the north-east. These locations are informed by the indicative roading layout for the Ara Hills Plan Change, which was notified on 22 August 2025. It is acknowledged that the proposed roading layout for Ara Hills is not consented and is in the early stages of the plan change process and therefore may be subject to change. The existing consented layout for Ara Hills includes connections only to the paper road.

The locations are described below and identified in Figure 1.

- Location 1 – This would require a new road within the Delmore site which would connect the proposed roundabout at the NOR6 road to Ara Hills in the north.
- Location 2 – This would require a new road within the Delmore site which would connect the NOR6 road to Ara Hills in the north.
- Location 3 – This would require a new road within the Delmore site which would connect the NOR6 road to the unformed paper road.
- Location 4 – This would require a new road within the Delmore site which would connect proposed Road 5 to the unformed paper road.

The road connections suggested by both Auckland Transport and the notified Ara Hills Plan Change are not possible due to challenging topographical constraints, as outlined in item two below. Where possible, Vineway Ltd has identified and has provided for different connections that are not subject to those constraints.

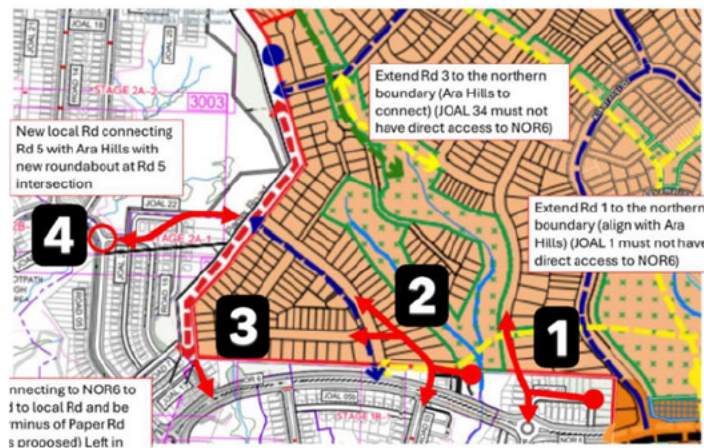


Figure 1 - Extract from Auckland Transport's Memorandum highlighting the requested road connection locations.

2.0 Road Connections Requested by Auckland Transport

2.1 – Location 1

The common boundary between Delmore and Ara Hills at Location 1 sees an undulating slope which falls both sharply south to Delmore, and west towards the 'Y' shaped stream. The proposed Delmore levels along this boundary are restricted by the vertical alignment of the NOR 6 arterial road. Auckland Transport has advised that the NOR6 road must not exceed a gradient of 8%. Because of this and the existing topography, there are slopes and retaining walls along the boundary which separate the two developments.

Figure 3 highlights the northern Delmore boundary retaining wall in red, and the eastern Grand Drive extension boundary in yellow, both requiring cut levels of up to 14m to achieve compliant arterial road gradients.



Figure 2 - Cross section through the area where a road connection is suggested.



Figure 3 - Retaining walls required along the northern and eastern Delmore site boundaries to achieve compliant gradients along the NOR 6 arterial road.

2.2 – Location 2

At location 2, the height difference between the proposed NOR 6 arterial road and natural ground level at the site boundary is approximately 9.2m, with the road sitting 7.9m above the natural ground level of the stream to the south. The vertical alignment of the NOR 6 road is restricted by maximum gradient requirements meaning it cannot be lifted or lowered without major implications either up-stream or down-stream of the road (existing stream and wetland to the south, site boundary to the north).

If a stub road was to be provided between the NOR 6 arterial road and the northern site boundary, a retaining wall of approximately 8.5m would be required along the common boundary with approximately 15m-20m of cut required by the Ara Hills development to enable connection.

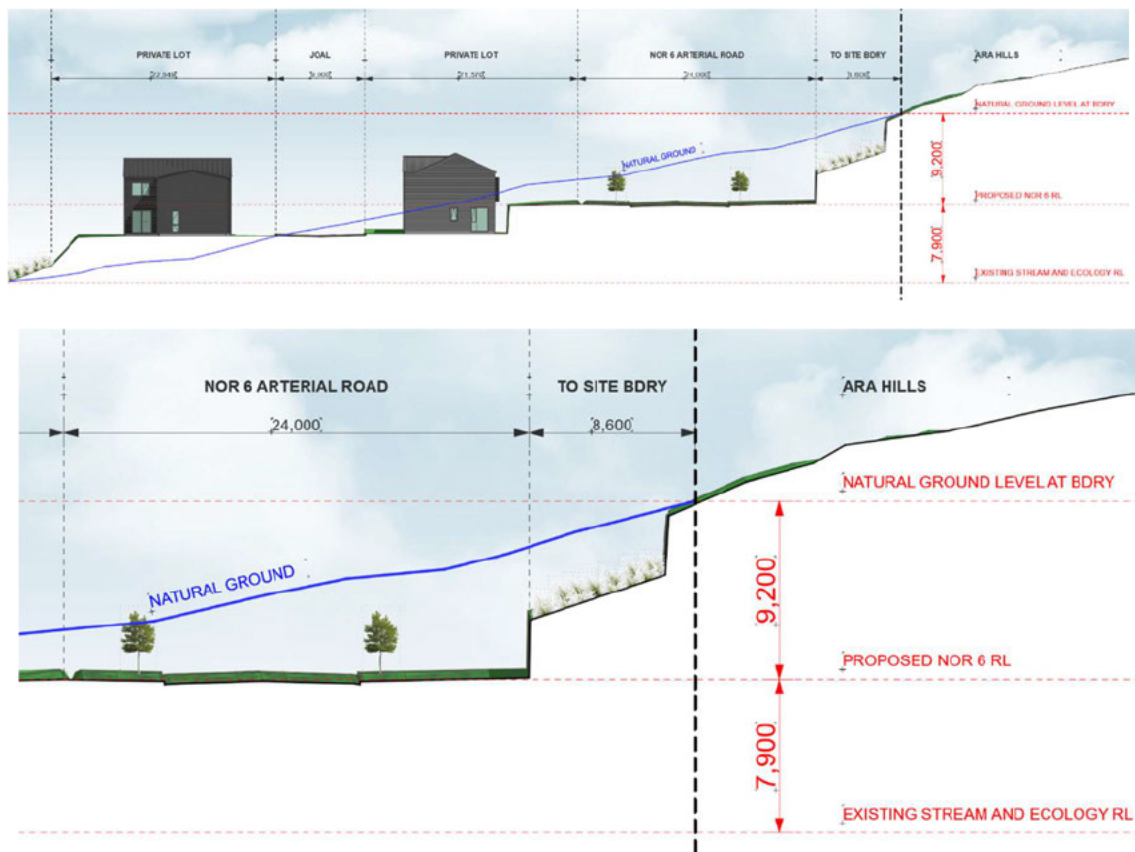


Figure 4 - Cross section highlighting the level difference between existing streams, the proposed NOR 6 arterial road, and the natural ground level at the northern site boundary.

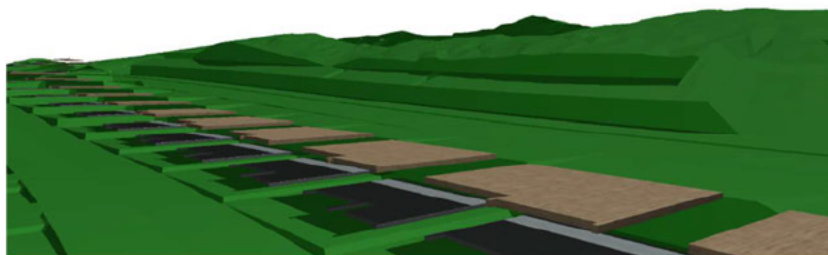


Figure 5 - 3D model showing the tiered retaining system required along the NOR 6 road interfacing Ara Hills.

2.3 – Location 3

Auckland Transport has suggested a local road connection between the NOR 6 arterial road and the unformed paper road slightly north of the proposed Stage 2 collector road roundabout. The proximity of this connection to the proposed roundabout raises traffic safety concerns and has been further addressed by Commute. Auckland Transport also acknowledged the potential for safety issues at the pre-application meeting held on 21 November 2025.

As an alternative, Vineway Ltd proposes Road 7 as the connection to the unformed paper road, linking via the Stage 2 collector road rather than the NOR 6 arterial road. This approach provides for future development connectivity, as well as pedestrian access to the paper road. The Ara Hills Plan Change layout indicates that internal roads within the Ara Hills development would connect to the paper road further north. Therefore, it is anticipated that this paper road would be formed as part of the Ara Hills development.

Overall, the proposed arrangement is considered to provide a more appropriate outcome from a traffic safety and network integration perspective.

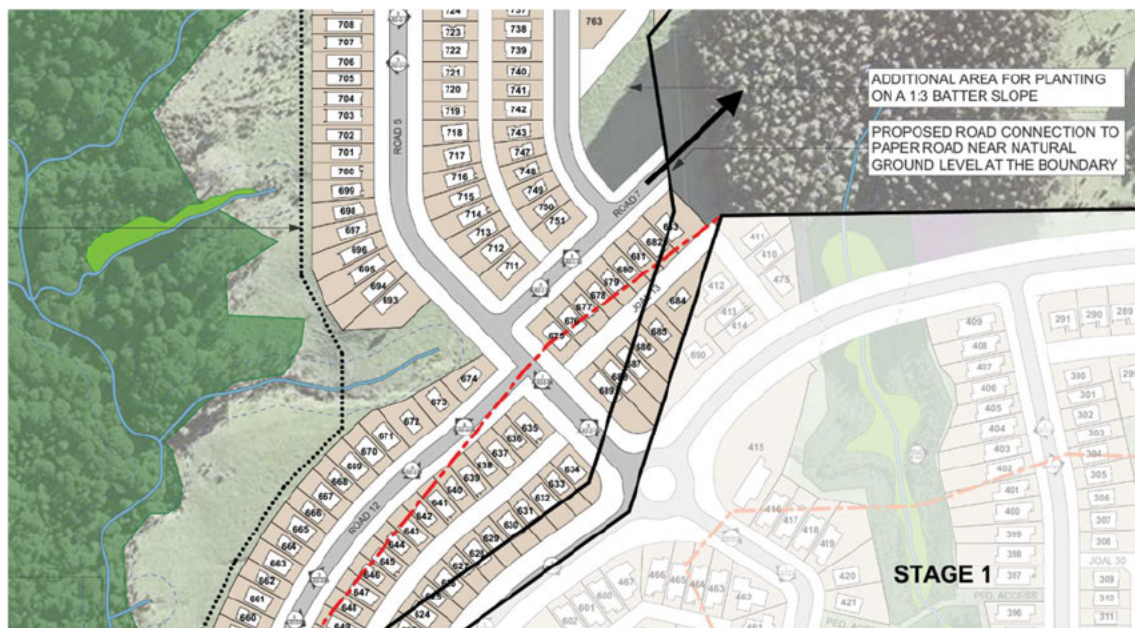


Figure 6 - Plan showing the proposed location of Road 7



Figure 7 - 3D image highlighting the alignment of levels between Road 7 and the site boundary

2.4 – Location 4

AT have suggested a road connection between Collector Road 5 and the unformed paper road at location 4 highlighted in Figure 1. Although Vineway Ltd has explored this option and does not oppose the connection in principle, the vertical level difference between the two points is more than 44m (between the stream bed and the site boundary), over a horizontal distance of only 200m. This roughly equates to a natural ground level slope of 1:4.5 or 22%. If the suggested road connection was provided, the vertical cut depth required at the boundary would be over 10m as highlighted in Figure 6. This is likely to create urban design issues and extend enabling earthworks into areas of existing native vegetation to be protected.

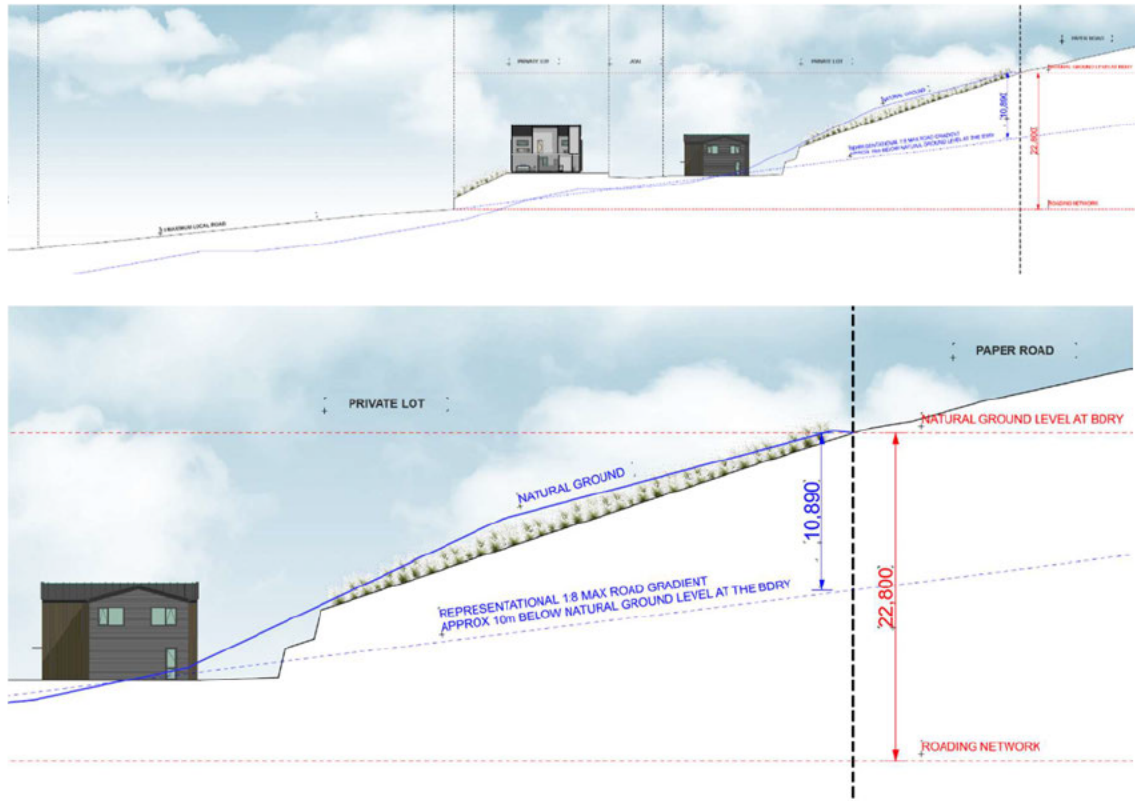


Figure 8 - Cross section highlighting the level differences between the Delmore Roding network and the paper road site boundary. A natural ground slope of approximately 1:4.5 or 22% prevents a road connection to the paper road at this location.



3.0 – Proposed Pedestrian Access to Ara Hills

Though topographical and roading constraints prevent road connections at locations 1,2 and 4 as highlighted in *Figure 1*, the applicant proposes additional pedestrian connections to the vested paper road / Ara Hills in two Stage 2 locations. Both pedestrian connections avoid wetlands, streams and existing native vegetation and attempt to follow the natural contour as closely as possible.

