

To: Gus Finlayson – Barker & Associates

From: Terra Studio

Re: Memorandum in Response to Council UD Delmore Request for Further Information

This memorandum provides responses to the Auckland Council Urban Design Request for Further information. Items raised by Mr Mustafa Demiralp that are statements rather than questions have been omitted from the response table, as they do not require a response.

Item Number	Applicant Response
Proposal	
3	The project summary has been updated in response to preliminary and further response requests. Refer to the AEE for the updated total lot count, as well as the additional park and commercial areas proposed.
5	A connection to Russell Road is in fact proposed in the form of a pedestrian access. Refer to Commute's ITA which outlines the reasoning behind the use of a cul-de-sac as opposed to a road connection.
Ara Hills Centre	
16	Since the site visit undertaken by Mr Demiralp, Lot 580 Ara Hills Drive, Wainui, has been sold, as listed on Barfoot and Thompson's website. This indicates commercial interest in the area and future development.
New Proposed Centre Located in Stage 2	
18	Further to Mr Demirelp's comments regarding the proposed commercial centre in Stage 2, it is important to note that it is located adjacent to the proposed 3,200m ² park as well as the proposed consent notice area pedestrian pathway connecting Stage 2B-3 to 2A-1. Additionally, Road 17 offers ample on-street parking for future users.
Recreation and Parks	
26	<p>The applicant has engaged in in-person meetings and site visits with Auckland Council Parks and understands from these discussions that Parks acknowledge the site's topographical constraints and accept that not all key metrics may be achievable. The applicant has made considerable efforts to deliver a functional and successful neighbourhood park.</p> <p>In response to Mr. Cas Hannink's Auckland Council Parks memo dated 25/06/2025, the applicant has increased the proposed Stage 1 park area to approximately 3,100m². Earthworks have been refined to provide a flat 30m x 30m kickball area, with surrounding gradients not exceeding 5% (1:20). No retaining structures are proposed within the park, although a retaining wall under 1.5m with a permeable fence is proposed within Lot 358 along the park's northern boundary. A 1:1 slope is located outside the park boundary, sloping toward the eastern wetland. Refer to the submitted Terra Studio document "250702 – DELMORE – RFI RESPONSE – PARKS" for further details.</p> <p>The approximately 3,200m² Stage 2 Park achieves a flat 30mx30m 'kick ball' area, is free from any infrastructure or retaining structures, and includes planted 1:3 batter slopes along the western and southern boundaries adjoining private lots. These slopes have been set back into the private lots as far as practicable to maximise flat, usable park</p>

	space. While 1:3 slopes do not align with Auckland Council Parks' key metrics, over 65% (approximately 2,200m ²) of the park provides flat, open space with a gradient not exceeding 3%. The planted slopes enhance visual appeal and soften the interface with adjacent private lots. Further, the overall park function is improved by its location – Road 17 promotes walkability given that there are no private vehicle crossings in the vicinity, and the consent notice area to the east provides visual amenity.
Urban Form	
30, 31	<p>The applicant has provided additional connections wherever possible. In response to initial requests for further information from Auckland Council, four additional key pedestrian connections have been introduced, and two roading connections to external site boundaries to ensure integration and connection to surrounding FUZ land. These are outlined in detail below.</p> <p>Stage 1 proposed connections (internal and external):</p> <ul style="list-style-type: none"> • Road 8 stub to extend to the eastern site boundary – this will allow access to future neighboring development through Road 8. The road will be formed as per the original design (as a T-head), with a batter slope towards the boundary due to level differences. This batter slope will sit within the portion of 'road to vest,' which can be excavated at a later date when the neighboring FUZ land is developed. • Road 8 pedestrian pathway to connect to Russell Road – a 3m pathway, with some stairs required, will provide pedestrian access from Stage 1A-4 to Russell Road, and so to FUZ land to the south. Given the pathway is located within an area of proposed offset planting, the detailed design process will carefully consider the impact on surrounding future ecology (including the size and area of planting, maintenance, etc). Viridis has confirmed this pathway is acceptable from an ecological perspective because detailed design of the pathway and planting can occur in tandem. <p>Stage 2 proposed connections:</p> <ul style="list-style-type: none"> • Road 14 pedestrian pathway connecting to the paper road and the consented Ara Hills stub road. • Road 05 pedestrian pathway connecting to the paper road and the consented Ara Hills stub road. • Consent notice area pedestrian pathway connecting Road 17/Stage 2B-3 to Road 12/Stage 2B-1. The pathway follows the natural contour closely to avoid major earthworks, structures or disruption to ecology within the consent notice area. It is noted that like Auckland Council's ecologist, Viridis has some concerns about a pathway in this area. Those concerns are to be addressed by Viridis. This memorandum shows the indicative location if a pathway were adopted despite those concerns and confirms it is practically feasible to have a pathway in this location. • Road stub proposed to connect Road 17/Stage 2C to 118 Upper Orewa Road. <p>The 'fragmented' nature of the urban pods, as described by Mr Demiralp, should be seen as a positive feature rather than only a constraint. The presence of multiple existing streams and wetlands creates natural corridors that not only enhance</p>

	ecological value but also offer future homeowners unobstructed views and improved access to sunlight, as these riparian areas eliminate the presence of immediate rear neighbours. In many instances, dwellings on either side of these corridors will be separated by distances of 30 metres or more. This generous separation, coupled with views of natural landscapes, aligns with strong community preferences for living close to nature.
Block and Lot Sizes	
32,33	<p>The applicant agrees with the Council's assessment that the proposed lot sizes and block layout are appropriate for the intended housing typologies, of which there are 71 different floor plan designs, and over 200 façade variations.</p> <p>The development follows natural ridgelines, retaining streams and gullies as open space with batter slopes rather than vertical walls, with blocks designed for efficient lot layout. Lot sizes vary in response to topography and housing type, with deeper lots used to minimise retaining structures.</p> <p>In almost all instances, a minimum 20m² outdoor living space is provided. Most dwellings provide significantly more outdoor living space beyond 20m².</p>
Streetscape Design	
34-37	The applicant agrees with the Council's positive assessment of the streetscape design. The 71 typologies, incorporating over 200 façade variations, adopt simple colour and material palettes with darker, natural tones to visually recess into the surrounding landscape, of which approximately 40% is retained or enhanced as natural open space.
Street Interface and Topographical Transitions	
40,41	The lots identified by Mr. Demiralp have been refined through the further information request process. Large retaining walls (exceeding 2m in height) previously fronting public roads have been redesigned to include either stepped treatments for planting and reduced visual impact, or batter slopes to lower wall heights. For further details, refer to the Greenwoods retaining and fencing drawings. As such, the revised design is considered to adequately respond to the concerns raised by Mr. Demiralp.
Internal Accessways (JOALs) and Pedestrian Provision	
42-45	JOAL's 16, 26, 27b and 36 have been widened to accommodate wider footpaths and planting in response to Auckland Council comments. Please refer to the JOAL description table in Commute's traffic memo, as well as updated JOAL sections from McKenzie's for further detail. As such, the revised design is considered to adequately respond to the concerns raised by Mr. Demiralp.