

**BEFORE THE FAST TRACK APPROVALS EXPERT CONSENTING PANEL**

**IN THE MATTER**                      **of Delmore (residential subdivision and roading  
interchange at Orewa) – Second Application**

**STATEMENT OF EVIDENCE OF MITCHELL LOGAN ROBERTS FOR**

**AVJ HOBSONVILLE PTY LTD**

**(CIVIL ENGINEERING)**

**4 May 2026**

**1. INTRODUCTION, QUALIFICATIONS AND EXPERIENCE**

1.1 My full name is Mitchell Logan Roberts

1.2 I hold a degree of Bachelor of Civil Engineering (Hons), University of Auckland. I am a Chartered Member and Chartered Professional Engineer of Engineering New Zealand (Institution of Engineering Professionals New Zealand) and a Member of ACE New Zealand (Association of Consulting Engineers New Zealand).

1.3 I am an Associate Director of Airey Consultants Ltd (ACL). I have held that position for 4 years, prior to which I was a Senior Civil Engineer at ACL. In total I have over 12 years' experience as a civil engineer. I have worked on land development projects such as:

- a) Ara Hills, Orewa, Auckland - Residential subdivision development, Stages 1, 2, 3A and 4.
- b) 73, 75, 83 & 85 Muriwai Road, Waimauku, Auckland – 67 Lot residential subdivision development.
- c) Princess Royal Barracks, Deepcut, United Kingdom – 1,200 Lot residential subdivision & commercial/retail land development.
- d) 50 Tavern Road, Silverdale – Commercial/industrial land development.

1.4 Although this is not an Environment Court hearing, I confirm that I have read the Expert Witness Code of Conduct set out in the Environment Court's Practice Note 2023. I have complied with the Code of Conduct in preparing this evidence and agree to comply with it while giving oral evidence (if required by the Expert Consenting Panel). Except where I state that I am relying on the evidence of another person, this written evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed in this evidence.

- 1.5 I will be available to give oral evidence before the Expert Consenting Panel if the Panel wishes or otherwise attend expert witness conferencing or workshopping.

## **2. SCOPE OF EVIDENCE**

- 2.1 My evidence is presented on behalf of AVJ Hobsonville Pty Ltd (AVJ). AVJ owns the development known as Ara Hills (comprising 226 Grand Drive and 47 Ara Hills Drive) which is located east and north of the Delmore site. I have been asked by AVJ to provide an assessment of the impact of civil engineering matters on their site as a result of the proposed Delmore development.
- 2.2 My evidence addresses roading. Ms Daniel's previous evidence outlines why AVJ considers that it is not required to construct the road. I have nothing further to add on that point.
- 2.3 I agree with AT's feedback and consider that further work is required to appropriately position the road connection 2 so that it efficiently links into AVJ's land.
- 2.4 I have reviewed the substantive application materials for the Delmore project including the relevant engineering reports and drawings prepared by McKenzie & Co.

## **3. SUMMARY**

- 3.1 Changes have been made to the Delmore project and it is now intended to be self-sufficient in relation to water supply and wastewater for the short to medium term and stormwater management has been improved to address the previous flooding issues. I therefore do not address those aspects, other than to note that appropriate consent conditions will be required.
- 3.2 An unformed road has vested within the AVJ site, providing connection from Grand Drive to the Delmore site. As outlined by Ila Daniels in her evidence on the first application, I understand it is necessary for Vineway to construct that road.

- 3.3 The only other substantive change that I consider is required is the connectivity between the Delmore site and the AVJ Stage 9. I consider that there is a solution which would achieve AT's desired outcome and avoid or mitigate the challenges identified by Vineway.

#### 4. ROADING

- 4.1 In Appendix 9.1 Vineway identify a number of connections between the AVJ site and the Delmore site, numbering them 1-4, as set out below. I agree with AT's rationale for seeking these connections.

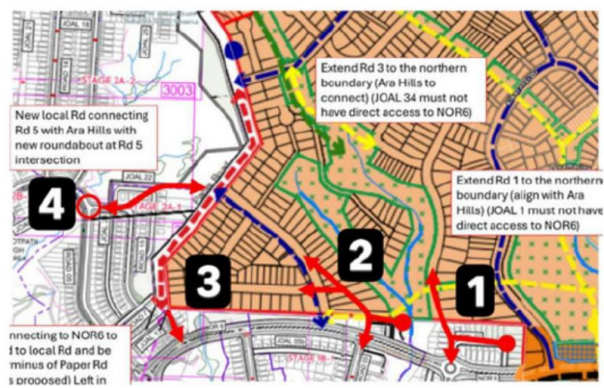


Figure 1 - Extract from Auckland Transport's Memorandum highlighting the requested road connection locations.

Figure 1: Delmore Application, Appendix 9.1, Figure 1

- 4.2 I agree that there are some difficulties in making a connection at the location marked "2", but it is nevertheless an important connection into the AVJ site.
- 4.3 The identified difficulties in location 2 relate to height differences, gradient and earthworks cut / fill balance. These issues can be addressed by moving location 2 further eastward as the proposed and existing ground levels are closer across both sites at that point. Some transportation engineering matters may subsequently arise, and a roundabout might be needed, but these are matters which I believe should be able to be worked through to achieve an appropriate roading network. Potentially one lot might need to be relocated, depending on AT's requirements for the relevant intersection.

**Mitchell Roberts**

4 May 2026