



Delmore

Consultation Overview Report

19 December 2025

B&A

Urban & Environmental

Prepared for:
Vineways Limited

B&A Reference:

025185

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Final

Date:

19 December 2025

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1.0 Introduction

This Consultation Overview Report is provided in support of the application for the Delmore project submitted by Vineway Limited ('Vineway').

Since the design stage of the proposed development, Vineway has engaged with local authorities, administering agencies, New Zealand Transport Agency, iwi authorities, and adjacent owners and occupiers

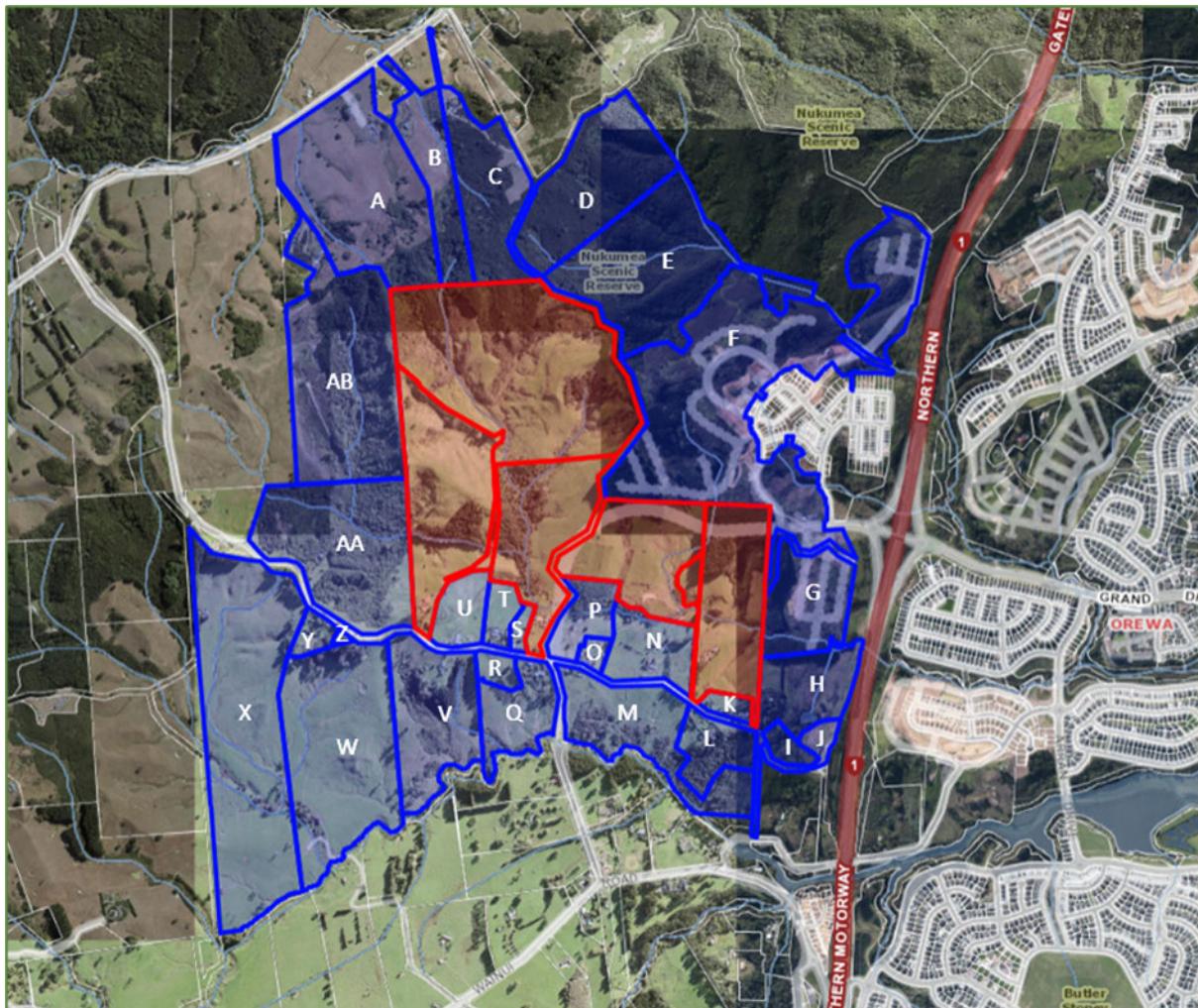
Feedback received through this engagement has informed the design of the development and the ways in which effects will be managed during and post construction.

This Consultation Overview Report outlines the consultation undertaken.

Vineway will continue to work with stakeholders as the project progresses.

2.0 Adjacent owners and occupiers

2.1 Map



Key

A	927 Werauui Road
B	907 Werauui Road
C	889 Werauui Road
D	851 Werauui Road
E	Nukumea Scenic Reserve
F	47 Ara Hills Drive
G	226 Grand Drive
H	19A Kowhai Road
I	19B Kowhai Road
J	19C Kowhai Road
K	59 Russell Road
L	54 Russell Road
M	6 Russell Road
N	35 Russell Road
O	11 Russell Road
P	3 Russell Road
Q	85 Upper Ōrewa Road
R	105A Upper Ōrewa Road
S	90 Upper Ōrewa Road
T	100 Upper Ōrewa Road
U	118 Upper Ōrewa Road
V	117 Upper Ōrewa Road
W	173 Upper Ōrewa Road
X	231 Upper Ōrewa Road
Y	163 Upper Ōrewa Road
Z	159 Upper Ōrewa Road
AA	180 Upper Ōrewa Road
AB	955 Werauui Road

2.2 Actions

All properties identified in section 2.1 except property E (Nukumea Reserve)

Letter notifying adjacent owner and occupiers that a revised application for Delmore was being lodged and providing the masterplan delivered to all properties identified in section 2.1 except E delivered 19 December 2025.

This followed on from the following earlier engagement steps in relation to the first Delmore application:

- Letter delivered to all properties identified in section 2.1 except E on 7 January 2025.
- Letter deliver to all properties identified in section 2.1 that did not respond to the first letter (and also excluding property E) on 17 January 2025.
- Individual engagement with adjacent owners and occupiers that responded to the letters across 2025.

Individualised response to adjacent owners and occupiers that provided comments to the panel considering the first Delmore application.

Property E (Nukumea Reserve)

The Nukumea Reserve is public land administered by the Department of Conservation.

Vineway worked with the Department of Conservation on the first Delmore application and its recommendations were incorporated into the project design and landscape planting. These features have been brought across into the revised application, with the relevant details in the Landscape design memorandum appended to the AEE.

Vineway contacted the Department of Conservation on 18 November 2025 regarding its revised application and explaining that the Department's recommendations on the first Delmore application were incorporated into the revised Delmore application.

Consultation is on-going and a meeting between the Department of Conservation and Vineway has been scheduled for 15 January 2025.

3.0 Central Government

3.1 Ministry for the Environment

Vineway contacted the Ministry for the Environment asking if it would like to engage on the revised Delmore application on 10 November 2025.

The Ministry for the Environment provided a letter in response on 24 November 2025 (provided in **Attachment A**). This letter provided commentary on how applicants should approach the fast-track process and Vineway Ltd has considered that in preparing its application. It did not request further engagement.

3.2 Heritage New Zealand Pouhere Taonga

Clough Associates Ltd has overseen engagement with Heritage New Zealand Pouhere Taonga and the incorporation of feedback into the project design and measures for managing potential impacts on and discovery of archaeological features. Engagement steps and how feedback has informed the project are set out in the Archaeological Report appended to the AEE. Heritage New Zealand Pouhere Taonga is generally comfortable with the proposed approach to addressing archaeological and heritage matters.

3.3 New Zealand Transport Agency

Woods Ltd and McKenzie and Co have overseen engagement with the New Zealand Transport Agency. This has included email correspondence and telephone meetings. How this engagement has informed the project is set out in the Integrated Traffic Assessment and the Stormwater peer review both appended to the AEE. The New Zealand Transport Agency is generally comfortable with how the matters it has raised have been addressed.

3.4 Department of Conservation

Refer to section 2.2.

4.0 Auckland Council and Council Controlled Organisations

4.1 Timeline

A programme of pre-lodgement meetings was agreed between Vineway and Auckland Council. Material required to inform the meeting was provided by Vineway 1 week in advance of the meeting and an agenda was agreed between Vineway and Auckland Council before the meeting. Meeting notes were generally agreed after the meeting. Email correspondence between technical experts followed meetings to work through final matters of detail. The meetings that were held were as follows:

- **28 October 2025** Auckland Transport
- **11 November 2025** Auckland Transport
- **17 November 2025** Auckland Council Economics
- **19 November 2025** Auckland Council Parks
- **20 November 2025** Auckland Transport
- **25 November 2025** Auckland Council Ecology
- **25 November 2025** Auckland Council Traffic
- **27 November 2025** Auckland Council Healthy Waters (stormwater & flooding)
- **27 November 2025** Watercare Services Limited
- **4 December 2025** Auckland Council Planning
- **16 December 2025** Watercare Services Limited
- **16 December 2025** Auckland Council Urban Development Office

Agreed meeting notes for the meetings where notes were formally agreed are in **Attachment B**.

The feedback from these meetings has informed both the design for the Delmore development and the effects management measures adopted. In particular:

- Refer to the Integrated Traffic Assessment and the Transport peer review to see how traffic and transport related feedback has been incorporated into the project.
- The Economics Assessment adopts a cost benefit analysis methodology in response to Auckland Council's feedback.
- Refer to the Ecology Report, Hydrology Memorandum, and the Terra Studio preapplication response to ecology questions, to see how ecology related feedback has been incorporated into the project.
- Refer to the Terra Studio preapplication response to parks and the neighbourhood park plans to see how parks-related feedback has been incorporated into the project.
- Refer to the APEX Wastewater and Water supply infrastructure report, the McKenzie & Co Wastewater, Water supply, and Utilities report, and the Vineway Ltd off-site disposal memorandum to see how Watercare Services Ltd feedback has been incorporated into the project. Key responses to Watercare Services Ltd's feedback include provision has been made for on-site wastewater and water supply servicing, and identification of non-Watercare

Services Ltd disposal sites for treated wastewater / wastewater that needs to be disposed of off-site.

- Refer to the Stormwater report, Flooding report, and Stormwater and flooding peer review for how feedback on these topics has been incorporated into the Delmore development.

In addition, aspects of the revised application respond to feedback provided in relation to the first Delmore application including, for example:

- Re-alignment of NOR6 road
- Creation of collection roads
- Adopting of adaptive management plan for earthworks
- Undertaking geomorphic risk assessment
- Providing for on-site wastewater and water supply servicing
- Undertaking fauna surveys (to be completed early 2026)

Vineway Ltd sees engagement with Auckland Council as an on-going process and has already agreed to engage further with Auckland Council after lodging the application, in particular with Auckland Council's Urban Development Office, with [REDACTED], Head of Infrastructure Investment and Phasing at the Urban Development Office advising by email 19 December 2025: *"Following our initial meeting to discuss the Vineway request for AUDO to engage regarding possible infrastructure agreements to enable their Delmore Development area I can confirm we will be happy to engage with Vineway on the process to potentially achieve positive outcomes, without creating any expectations or committing Auckland Council to any outcomes."*

4.2 Section 30 Request

Section 30(2) of the FTAA states that the person authorised to lodge an application for a listed project under the FTAA must notify the consent authority if its application will seek an approval described in Section 42(4)(A) (resource consent) of the FTAA.

Auckland Council, as the consent authority with jurisdiction over the subject site, were notified of the substantive application to be lodged under the FTAA on 7 November 2025.

On 20 November 2025, Auckland Council confirmed that in accordance with Section 30(3)(a) of the FTAA, that they had reviewed their records and there were no existing resource consents where Sections 124(C)(1)(c) or 165ZI of the RMA would apply.

A record of this correspondence is appended to the AEE.

5.0 Māori entities

Vineway Ltd has been working with iwi since it prepared its application to be listed in Schedule 2 to FTAA. A complete record of engagement steps is appended to the AEE.

Cultural impact assessments were provided by Ngaati Whanaunga, Ngāti Manuhiri, and Te Kawarau ā Māki in respect of the first Delmore application. Agreement was reached between these iwi and Vineway Ltd about how the recommendations in the cultural impact assessments would be responded to. The cultural impact assessments and correspondence regarding responses to the recommendations in those assessments are appended to the AEE.

After discussing the revised application:

- Ngāti Manuhiri advised that no changes were required to its cultural impact assessment and the responses to the recommendations in that assessment were still acceptable.
- Ngaati Whanaunga has revisited the site and advised that the changes to the development are acceptable.
- Te Kawarau ā Māki has not responded.

Vineway Ltd sees engagement with Māori entities as ongoing and it will continue to engage as/if questions arise.

Attachment 1



Urban & Environmental

10 November 2025

Ministry for the Environment
Attn: [REDACTED]
Via email: [REDACTED]

Tēnā koe [REDACTED]

Delmore Fast Track Application and Consultation Under the Fast-Track Approvals Act 2024

Vineway Ltd intends to lodge an application for approvals under the Fast Track Approvals Act 2024 (FTAA) for the Delmore project, which is listed in Schedule 2 of the Act. The application will seek approvals for activities that would otherwise be granted resource consents under sections 9, 11, 14 and 15 of the Resource Management Act 1991.

A substantive application for these approvals was initially lodged in February 2025 and progressed throughout the year. The application was subsequently withdrawn in August 2025 to allow further consideration of matters raised by the panel, council and other submitters. As a result of this, Vineway Ltd has made several refinements to the proposal.

A revised scheme plan is included as **Attachment A**. The revised proposal provides for approximately 1,200 residential dwellings, along with associated infrastructure and open space. Further refinement of the proposal will occur prior to lodgement of the substantive application at the end of the year.

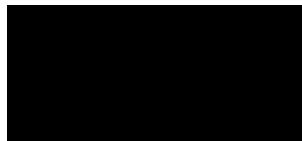
In accordance with sections 11(1)(e) and section 29 of the FTAA, the applicant is required to consult with the relevant administering agencies prior to lodgement. As one of these agencies, the applicant invites the Ministry for the Environment to review the proposal and provide any comments or feedback you may have.

We would appreciate receiving your comments by **5 December 2025** to enable consideration prior to lodgement of the application. Please do not hesitate to contact [REDACTED] at [REDACTED] should you wish to discuss the proposal or require further information.



Yours sincerely | Nāku noa, nā

Barker & Associates Limited



Associate



Barker & Associates

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Kerikeri | Whangārei | Warkworth | Auckland | Hamilton | Cambridge | Tauranga | Havelock North | Wellington | Christchurch | Wānaka & Queenstown



Attachment A: Revised Masterplan

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Kerikeri | Whangārei | Warkworth | Auckland | Hamilton | Cambridge | Tauranga | Havelock North | Wellington | Christchurch | Wānaka & Queenstown



PROJECT KEY

ROAD HIERARCHY

N.O.R 6 ARTERIAL ROAD (PROPOSED)
24m WIDE - 8% MAXIMUM GRADIENT
BUS AND BICYCLE

STAGE 2 COLLECTOR
21.5m WIDE - 8% MAXIMUM GRADIENT
BUS AND BICYCLE

STAGE 1 COLLECTOR
17m WIDE - 8% MAXIMUM GRADIENT
BUS ONLY

AMENDED LOTS
LOTS OR SUPERLOTS ALTERED TO
SUIT THE NEW ROADING NETWORK.
CHANGES RANGE FROM MINOR TO
MAJOR

COMMERCIAL - 1,400m²
RELOCATED TO SUIT NEW ROAD
LAYOUT

NEIGHBOURHOOD PARKS
SAME SIZE AS INITIAL LODGEMENT

STREAM AND WETLAND OFFSET

TOTAL LOT COUNT

STAGE 1
471 (483 IF THE STAGE 1 PARK IS NOT ACQUIRED)

STAGE 2
727 + 9,300m² SUPERLOT FOR FUTURE
DEVELOPMENT

OVERALL PROPOSAL
1198 (1210 IF THE STAGE 1 PARK IS NOT ACQUIRED)
+ 9,300m² SUPERLOT FOR FUTURE DEVELOPMENT

CLIENT VINEWAY LIMITED

PROJECT NAME DELMORE

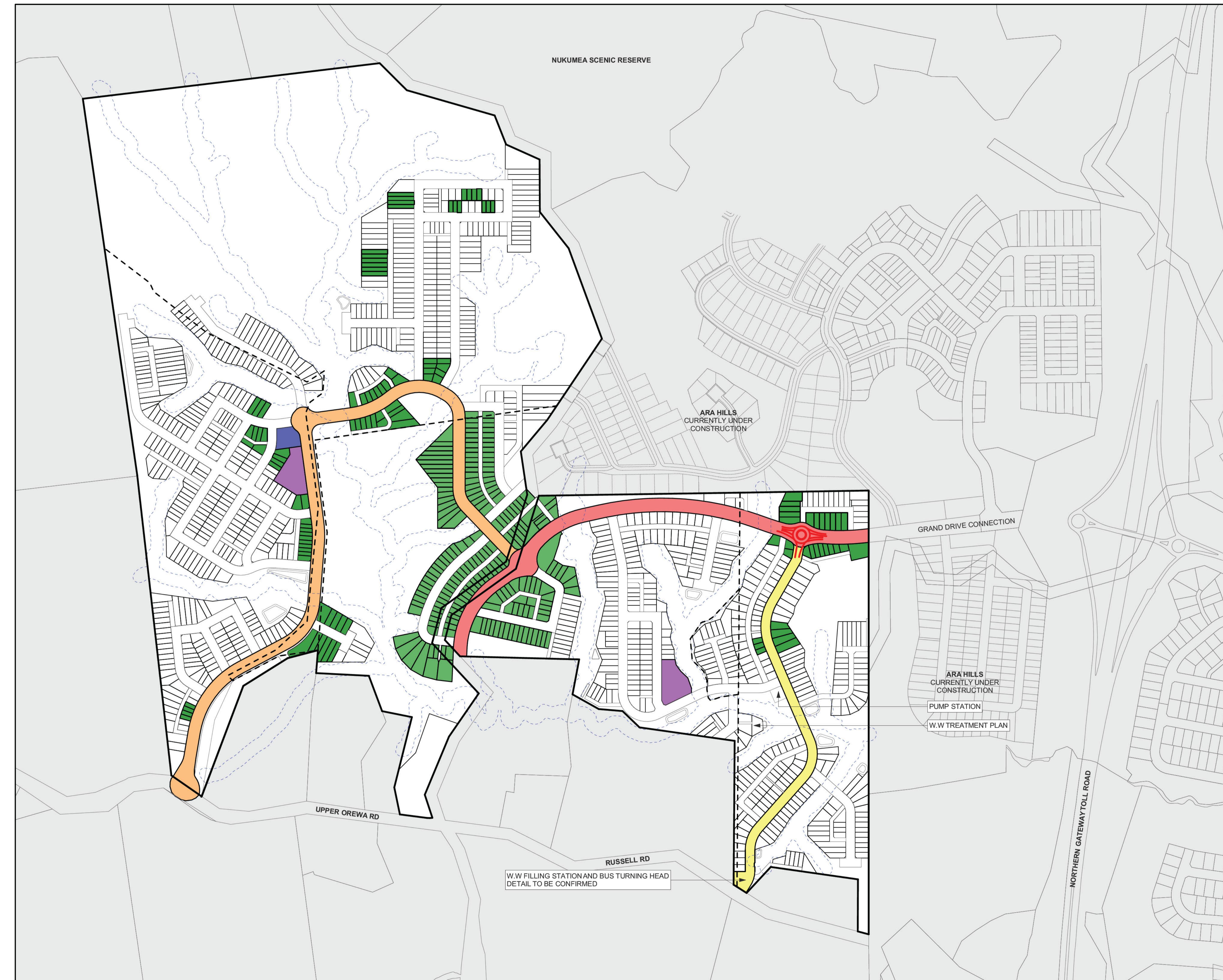
DRAWING TITLE MASTERPLAN -
UPDATED

SCALE 1:3000

REVISION NO.

DRAWING NO.

A001





Tēnā koe [REDACTED],

Delmore – Pre-lodgement consultation under the Fast-track Approvals Act 2024 (FTAA)

Thank you for your correspondence in relation to Vineway Limited's intention to lodge a substantive application for a listed project under the Fast-track Approvals Act 2024 (FTAA) in respect of the Delmore project

As you are aware, the Ministry for the Environment (the Ministry) is the “relevant administering agency” for approvals relating to the Resource Management Act 1991 (RMA) and Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012 (EEZ Act) under the FTAA.

As part of your substantive application, you will need to provide an assessment of the project against any relevant national policy statement, national environmental standards and if relevant the New Zealand Coastal Policy Statement. The Ministry has prepared the following summary on the national direction made under the RMA, for your consideration.

National Direction

Under the RMA, the government can create national direction to support local authorities' decision making under the RMA and develop a nationally consistent approach to resource management issues. This is typically done where an issue is of national importance, or involves significant national benefits or costs, or where necessary to give effect to other government policy or regulation. There are several types of national direction, including national policy statements and national environmental standards.

National Policy Statements (NPS)

National Policy Statements are instruments issued under section 52(2) of the RMA. An NPS is a vehicle for the government to prescribe objectives and policies for matters which are relevant to sustainable management. All National Policy Statements currently in force are published on the Ministry's website and links are provided in the table below. It is recommended that you consider the relevance of each NPS to your project. If you are seeking an RMA approval, then under section 13(4)(y)(i) and schedule 5 paragraph 2 of the FTAA your application must include an assessment of your project against any relevant NPSs. Refer to the National Policy Statements linked below.

National Policy Statement	Description
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<u>National Policy Statement for Greenhouse Gas Emissions from Industrial Process Heat 2023</u>	This NPS provides nationally consistent policies and requirements for reducing greenhouse gas emissions from industries using process heat. It works alongside the National Environmental Standards for Greenhouse Gases from Industrial Process.
<u>National Policy Statement for Highly Productive Land 2022</u>	This NPS provides national direction to improve the way highly productive land is managed under the RMA. The objective is to ensure the availability of New Zealand's most favourable soils for food and fibre production.
<u>National Policy Statement for Freshwater Management 2020</u>	This NPS provides local authorities with updated national direction on how they should manage freshwater under the RMA.
<u>National Policy Statement for Indigenous Biodiversity 2023</u>	This NPS provides direction to local authorities to protect, maintain and restore indigenous biodiversity requiring at least no further reduction in indigenous biodiversity nationally.
<u>National Policy Statement for Renewable Electricity Generation 2011</u>	This NPS provides guidance for local authorities on how renewable electricity generation should be dealt with in RMA planning documents.
<u>National Policy Statement on Electricity Transmission</u>	This NPS sets out the objective and policies for managing the electricity transmission network.
<u>National Policy Statement on Urban Development 2020</u>	This NPS recognises the national significance of well-functioning urban environments. It removes barriers to development to allow growth in locations that have good access to existing services, public transport networks and infrastructure.
<u>New Zealand Coastal Policy Statement 2010</u>	The NZCPS provides guidance for local authorities in their day-to-day management of the coastal environment. The NZCPS is the only compulsory NPS under the RMA.

National Environmental Standards (NES)

National Environmental Standards are regulations issued under section 43 of the RMA. They prescribe technical and non-technical standards, methods or other requirements for land use and subdivision, use of the coastal marine area and beds of lakes and rivers, water take and use, discharges and noise. NESs require each local authority to enforce the same standard in respect of these areas unless otherwise specified. All National Policy Statements currently in force are published on the Ministry's website and links are provided in the table below. It is recommended that you consider the relevance of each NES to your project.

If you are seeking an RMA approval under the FTAA, section 13(4)(y)(i) and schedule 5 paragraph 2 require that an assessment of your project against any relevant NES must be included with your application. Refer to the National Environmental Standards linked below.

National Environmental Standard	Description
--	--------------------

<u>National Environmental Standards for Air Quality</u>	This NES prohibits discharges from certain activities and set a guaranteed minimum standard for air quality for people living in New Zealand.
<u>National Environmental Standards for Commercial Forestry</u>	This NES provides nationally consistent regulations to manage the environmental effects of forestry.
<u>National Environmental Standards for Electricity Transmission Activities</u>	This NES sets out which electricity transmission activities are permitted, subject to conditions to control environmental effects. They apply only to existing high voltage electricity transmission lines.
<u>National Environmental Standards for Freshwater</u>	This NES regulates activities that pose risks to the health of freshwater and freshwater ecosystems.
<u>National Environmental Standards for Greenhouse Gas Emissions from Industrial Process Heat</u>	This NES sets out nationally consistent rules for certain greenhouse gas emitting activities from industrial process heat.
<u>National Environmental Standards for Marine Aquaculture</u>	This NES replaces regional council rules for existing marine farms and provides a more certain and efficient process for replacing consents, realigning farms and changing farmed species. In some instances, they allow regional council rules to remain in force.
<u>National Environmental Standards for Sources of Human Drinking Water</u>	This NES sets requirements to protect sources of human drinking water from becoming contaminated.
<u>National Environmental Standards for Storing Tyres Outdoors</u>	This NES provides nationally consistent rules for the responsible storage of tyres.
<u>National Environmental Standards for Telecommunication Facilities</u>	This NES sets national rules regarding the deployment of telecommunications infrastructure across New Zealand.
<u>National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health</u>	This NES includes requirements for assessing and managing potentially contaminated soil.

Please ensure your application includes a summary of this consultation with the Ministry, and an explanation of how this consultation has informed your project. This information must be included in your application, regardless of whether it is a referral application or a substantive application for a listed project.

Thank you for consulting with the Ministry for the Environment as the relevant administering agency for the RMA and the EEZ Act.

If you have any queries in relation to the FTAA process, please contact info@fasttrack.govt.nz for further assistance.

Ngā mihi,



Acting General Manager, System Enablement and Oversight

Attachment 2

Agenda and Minutes

Project: Delmore: Ecology

Date: 25 November 2025

Time: 3:30pm

Location: Online

Attendees:

Name	Role/Organisation
[REDACTED]	Applicant - Vineway
[REDACTED]	Applicant - Vineway
[REDACTED]	Applicant planner – Barker & Associates
[REDACTED]	Applicant planner – Barker & Associates
[REDACTED]	Applicant – legal counsel
[REDACTED]	Applicant ecologist – Viridis
[REDACTED]	Applicant ecologist – Alliance Ecology
[REDACTED]	Auckland Council – principal project lead
[REDACTED]	External Council Planner
[REDACTED]	Auckland Council – stormwater
[REDACTED]	Auckland Council – terrestrial ecology
[REDACTED]	Auckland Council – terrestrial ecology

Item	Detail	Notes from Meeting
Freshwater Ecology		
1	Hydrological assessment relating to wetlands: A memo was prepared by WWLA and provided as part of the applicant's comments to the Panel on August 8th. Acknowledge that Council may not have had the opportunity to review this as part of the previous application. Request that Council reviews and provides feedback at the meeting.	<ul style="list-style-type: none">[REDACTED] to provide comment on this separately.Council noted that the new application should demonstrate any hydrological changes to the existing wetlands.Applicant to cross check any NES-F consent triggers, although would likely be the same as previous application.Applicant advised that WWLA is currently preparing a memo relating to this.
2	Wetland offset calculations: We understand that the concerns on this from the previous application had been resolved, but request clarification from Council as to whether there was anything further	<ul style="list-style-type: none">[REDACTED] to provide comment on this separately.

Item	Detail	Notes from Meeting
	that needed to be addressed as part of the new application.	
	<i>Note: The Geomorphic Risk Assessment will be provided as part of the stormwater package and we understand Council's freshwater ecologist will attend the stormwater meeting to provide feedback on this matter.</i>	
Terrestrial Ecology		
3	Wastewater Irrigation Field: See attached information on the wastewater irrigation field that was provided as part of previous application. To discuss opportunities for additional planting to be undertaken within this area which may mitigate effects.	<ul style="list-style-type: none"> • Council maintains their opposition on placing wastewater infrastructure within the covenant areas and referenced the previous Panel decision on this point. • Key Council concerns: <ul style="list-style-type: none"> ○ No detailed methodology provided for the installation. ○ No formal assessment of indigenous biodiversity values within the covenant. ○ Potential discharges to the composition of the vegetation due to the actual discharge. ○ The applicant hasn't demonstrated necessity and functional need for the location. The application should demonstrate why alternative locations cannot be considered (including pasture outside of the covenant area and/or land within Ara Hills).
4	Site Specific Fauna and Flora Surveys: The applicant is undertaking fauna and flora surveys in November and December. See attached scope and methodology for discussion.	<ul style="list-style-type: none"> • The applicant team is currently undertaking fauna and flora surveys. • Council raised concerns about the limited duration and timing of these surveys. Council noted that other developments (like Ara Hills) have conducted surveys over several years and have larger setbacks from key ecological areas (like the Nukumea Reserve). • Council raised concerns about the surveys being submitted after lodgement and how this would influence the design of the development.

Item	Detail	Notes from Meeting
5	<p>Ecological Effects associated with the NoR alignment: The applicant has amended the alignment of the NoR6 road to be consistent with the SGA Concept Plan alignment at the southern boundary of the site. The proposal includes relocation of the drainage reserve further north within the site boundary to avoid vegetation clearance within the consent notice area further south. See attached plans for discussion.</p>	<ul style="list-style-type: none"> Council confirmed this item has now been resolved.
6	<p>Public Walkways: The applicant has removed public walkways within existing consent notice areas. See attached plans for discussion.</p>	<ul style="list-style-type: none"> Current proposal has removed walking trails from covenant and native vegetated areas. No current consensus between Council departments on the approach to walkways. Therefore, the applicant is unlikely to pursue this given the negative feedback raised by ecology. Council ecologist confirmed that he is happy with the proposed approach. Discussion around potential for vesting the covenant area to Council as public reserve. Council raised concerns around the buffers between proposed development and existing vegetated areas, particularly the central covenant area in Stage 2. Specifically, residents dumping household waste and garden refuse within these areas. Considers this can't be managed through conditions. Suggestion to include walkways around the perimeter of vegetated areas as buffer zones. Applicant to provide more detailed plans showing the relationship between dwellings and covenant areas.
7	<p>Covenant management and residential society conditions: The team is currently working through updates to draft conditions. To discuss with Council key concerns from the previous application.</p>	<ul style="list-style-type: none"> Council confirmed that they are happy in principle with the residential society approach. Would like to see some more detail in the conditions and more detail within the management plan. Specific requests included: <ul style="list-style-type: none"> Detailed weed and animal pest control plans. Specific locations for bait stations and track networks.

Item	Detail	Notes from Meeting
		<ul style="list-style-type: none"> ○ Monitoring reports consistent with Appendix 15 of the AUP. ○ Funding mechanisms for the Residential Society. ○ How staging will work overtime. ● Weed control within the existing covenant areas should not be counted as enhancement as this is already an obligation on the landowner. ● Council expressed concerns that the costs provided for the Residential Society were undercooked. Rue has provided some cost estimates on this. ● Council would like to see examples of similar sized Residential Societies. ● Council would like to see restrictions on domestic cats as part of the consent conditions. Noting this is consistent with the approach at Ara Hills.

Minutes

Project: Delmore: Parks

Date: 19 November 2025

Time: 3:30pm

Location: Online

Attendees:

Name	Role/Organisation
[REDACTED]	Applicant – Vineway
[REDACTED]	Applicant – Vineway
[REDACTED]	Applicant urban designer - Barker & Associates
[REDACTED]	Applicant planner - Barker & Associates
[REDACTED]	Applicant – legal counsel
[REDACTED]	Auckland Council – principal project lead
[REDACTED]	External Council Planner
[REDACTED]	Auckland Council – parks
[REDACTED]	Auckland Council – parks

Item	Detail	Action
1	<p>The Stage 1 park remains unchanged from the initial lodgement and is compliant with the key metrics:</p> <ul style="list-style-type: none"> • 3000m²+ • Achieves all gradient requirements, including within and outside of the 30x30 kickball area • No services / infrastructure • No retaining walls above 1.5m interfacing with the park • Permeable fencing proposed <ul style="list-style-type: none"> - Refer attached plans. 	<ul style="list-style-type: none"> • Parks confirms that the Stage 1 park fully complies with their standards and aligns with the guidance provided during earlier pre-app meetings and RFI's. Although their new request for additional 3% graded land outside of the kickball area exceeds their own design standards and previous direction, the applicant will work with Parks to incorporate additional flat areas where feasible, while noting that the current design already meets all key metrics. • Applicant to prepare and provide cross-sections illustrating gradients and site topography.
2	<p>The Stage 2 park is slightly amended to suit the new collector road and roundabout required by Auckland Transport. The details are as follows:</p> <ul style="list-style-type: none"> • Access points from private lots into the park have been removed in response to comments on the previous application. 	<ul style="list-style-type: none"> • Applicant to investigate Parks' preferred option of introducing a 1m high maximum retaining wall with a 1.2m permeable fence to reduce batter slope and create additional flat land west of the 30x30 kickball area, and confirm feasibility of the 1m height limit.

<ul style="list-style-type: none"> • 3000m² + • Achieves a compliant 30x30 kickball area, as well as about 1100m² of additional flat useable land • No retaining walls above 1.5m interfacing with the park in response to comments on the previous application. • Permeable fencing proposed. • Free of infrastructure and services. • Non-compliance: additional land outside of the approximately 1,900m² flat area is at a 1:3 batter slope. <p>Refer attached plans.</p>	<ul style="list-style-type: none"> • Noting that the currently proposed outcome is acceptable to Parks should retaining beyond 1m be required to achieve additional flat land. • Applicant to further develop the interface with the commercial area to the north, acknowledging Parks' identification of this as an opportunity. • Applicant to reassess the feasibility of a potential local purpose access way to improve connectivity from the western blocks, should Council confirm that a pathway is required.
3	<p>Park Acquisition Process</p> <ul style="list-style-type: none"> • Parks team feeds into the regulatory process, but ultimate decisions rest with the local board (Rodney). • Local boards generally want additional open spaces in master plans and rarely reject proposals that meet policy requirements. • There is no obligation for developers to add assets to the land, but it is viewed positively by the board.
4	<p>Summary of Resolved Park Matters</p> <ul style="list-style-type: none"> • Previously proposed pathways from reserve lots into the Stage 2 Park have been removed. • Parks to confirm Esplanade reserve triggers with the Council subdivision team. • SLAs (Service Level Agreements) with Healthy Waters and AT need to be addressed in terms of berm widths, street trees, and canopy coverage calculations to be reconfirmed. Applicant to provide comprehensive landscape calculations as previously for the withdrawn application. • Applicant to confirm compliance with gradients requirements within landscape pack. • No planted berms proposed. • Public access easements needed for any formalised access. • Proposed plant species to be reviewed by Council landscape specialists.
4	<p>The applicant would like to discuss potential acquisition of the parks and what information Auckland Council would like to see to confirm this.</p> <ul style="list-style-type: none"> • Various mechanisms proposed (Resident Societies, consent notices, covenants).

		<ul style="list-style-type: none"> Will be discussed further at the ecology meeting workshop.
5	Any other remaining outstanding issues from the previous application. <i>Note: Cross-sections of the parks relating to flooding and OLFPs will be provided prior to the stormwater meeting.</i>	<ul style="list-style-type: none"> Flooding remains an outstanding issue. Meeting scheduled for November 27th with Healthy Waters to discuss stormwater and flooding. Parks will also be in attendance to discuss further.

Minutes

Project: Delmore Fast Track

Date: 27 November 2025

Time: 2:30pm

Location: Auckland Council office

Attendees:

Name	Role/Organisation
[REDACTED]	Applicant - Vineway
[REDACTED]	Applicant - Vineway
[REDACTED]	Barker & Associates
[REDACTED]	Legal counsel
[REDACTED]	McKenzie & Co
[REDACTED]	McKenzie & Co
[REDACTED]	McKenzie & Co
[REDACTED]	Woods
[REDACTED]	Woods
[REDACTED]	Morphum
[REDACTED]	Morphum
[REDACTED]	Auckland Council – principal project lead
[REDACTED]	External Council Planner
[REDACTED]	Auckland Council – freshwater ecology
[REDACTED]	Auckland Council – parks
[REDACTED]	Auckland Council – parks
[REDACTED]	Healthy Waters
[REDACTED]	Healthy Waters
[REDACTED]	Auckland Council – stormwater
[REDACTED]	Auckland Transport external consultant
[REDACTED] (TBC)	Auckland Council – Development Engineer
[REDACTED] (TBC)	Auckland Transport
[REDACTED] (TBC)	Auckland Council

Item	Action
1	Stormwater Management

	<ul style="list-style-type: none"> Update reporting to clearly outline the proposed stormwater management approach, specifically at-source management for lots, with communal raingardens receiving only JOAL and road runoff. Operation and maintenance matters were generally addressed. McKenzie will review access track requirements. Small digger preferred over long reach diggers. Full track and halftrack options to be provided. Healthy Waters confirmed they are comfortable with the proposed consolidation of devices. It was noted that most raingardens are located above the 1% AEP. There are, however, 2 to 3 devices that sit within the 1% AEP but above the 10% AEP. Consistency between calculations and reporting highlighted.
2	Overland Flow Path <ul style="list-style-type: none"> AT is satisfied with the revised information provided. McKenzie will circulate proposed plans showing XS locations. [REDACTED] will review and advise if any additional XS locations are required. It was noted that the roads have been designed to comply with the SW COP and AT COP requirements.
3	NZTA Culvert <ul style="list-style-type: none"> A secondary inlet is now to be provided. This will need further discussion with NZTA. Blockage risk and relevant design parameters were discussed. Healthy Waters commented on how the secondary inlet should be represented in the flood model. The applicant team outlined the blockage assessments undertaken for various scenarios. Reporting will be updated to include these assessments and demonstrate the resilience of lots under such conditions. Tabulated head water levels under blockage scenarios required as well as where are there localised increases upstream of the culvert. <ul style="list-style-type: none"> The levels are results as per CoP – for all events 2yr, 10yr, 100yr Spill points to be aligned with the culvert under primary network blockage scenarios. <ul style="list-style-type: none"> [REDACTED] can be consulted on modelling the culvert in HEC-RAS. Modelling to include secondary flows from the contributing catchment under blockage scenario as well.
4	Flood Management <ul style="list-style-type: none"> Discussion focused primarily on the NZTA culvert. 2D model preferred for internal OLFP configuration rather than a 12D analysis. Healthy Waters queried the downstream effects of providing a secondary inlet, as this may increase flood flows. <ul style="list-style-type: none"> McKenzie will incorporate the supplementary culvert into the flood model. Since the modelling is being undertaken in HEC RAS, it is recommended that the approach to representing the supplementary culvert is discussed and agreed with Healthy Waters ([REDACTED]) in advance. Healthy Waters will issue a response to the flood comments and provide a response to parks.
5	Other matters

- Culverts in wetlands discussed, namely the incision of existing wetlands and wetlands being established inside the culverts.
- Hydrology reporting to be provided for the wetlands – McKenzie to provide flows / velocity etc
- PC120 land instability/landslide hazard assessment to be provided with reporting.

Minutes

Project: Delmore Fast Track Application

Date: 28 October 2025

Time: 12:30pm

Location: Auckland Council office; online

Attendees:

Name	Role/Organisation
[REDACTED]	Applicant - Vineway
[REDACTED]	Applicant - Vineway
[REDACTED]	Applicant planner - B&A
[REDACTED]	Applicant planner - B&A
[REDACTED]	Applicant traffic engineer - Commute
[REDACTED]	Applicant traffic engineer - Don McKenzie Consulting
[REDACTED]	Applicant civil engineer - McKenzie & Co
[REDACTED]	Applicant civil engineer - McKenzie & Co
[REDACTED]	Applicant - Public Works Advisory
[REDACTED]	Applicant - Legal Counsel
[REDACTED]	Principal Project Lead - Auckland Council
[REDACTED]	External Council Planner – DCS
[REDACTED]	Auckland Transport
[REDACTED]	External Auckland Transport Consultant - Beca

Minutes to be circulated to the above, plus: [REDACTED] (Council Traffic Engineer), [REDACTED]
[REDACTED] and [REDACTED] (Supporting Growth) – external AT Consultants, [REDACTED] (AT), and [REDACTED]
[REDACTED] (Auckland Council PM)

Person	Detail	Action
[REDACTED]	<p>The intention is that the new application will be lodged prior to Christmas. The applicant is looking to resolve as many issues as possible from the previous application.</p> <p>For this meeting, the applicant team is wanting to discuss the “big ticket” items (NoR alignment, collector roads, upgrade works), however we acknowledge that there is a lot more to work through which the team is currently progressing.</p>	
[REDACTED]	Explained the changes to the masterplan. The key items changed from the previous application include:	

	<ul style="list-style-type: none"> Alignment of NoR Road at the southern boundary to match the concept plan alignment. This means that the proposal matches the bridge location outside of the site boundary. NoR width remains unchanged. Addition of collector roads in both Stage 1 and Stage 2. Stage 1 collector road (yellow) is 17m in width which would accommodate buses but no cycle lanes. Stage 2 collector road (orange) is 21.5m which would accommodate buses and 2 cycle lanes. The collector roads would be 8% gradient with footpaths to accommodate footpath stops / platforms to align with AT's Code of Practice. Added roundabouts to the intersections of the collector roads / NoR. There may be some changes to the northern most roundabout due to the location of wetlands, however this is still being worked through. 	
■	Confusion regarding the gradient of the NoR Road as the first page of the masterplan shows 8% but the second page shows 5%. Applicant will need to show further detail and long sections to show this gradient would work, particularly with regard to the connections at the roundabouts.	
■	The proposed design is a mix of 5% and 8% gradient and is comparable to the gradient of the SGA design. The stormwater pond is now within the site boundary as opposed to outside of the site. This will result in less vegetation clearance within the consent notice area.	
■	AT's position is that they would like to see the NoR built all the way down to Upper Orewa Road. If there are issues with acquiring the land outside of the site boundary, AT can use their compulsory acquisition powers under the Public Works Act to procure the land within the designation. However, this would be at the applicant's expense.	
■	The applicant's intention is to construct the road only as shown to a lot boundary, however it will consider.	
■	As the alignment now follows the original Concept Plan alignment, part of the NoR Road is now located within the site boundary to the south, which is not proposed to be constructed as part of this application. AT retains their position on this and would like to see it constructed.	
■	Does AT have any concerns with the alignment within the boundary?	
■	The proposed alignment is better as it is consistent with the NoR alignment, however AT will need detailed plans to be able to assess (long sections, confirmation of gradient etc.). Would like to see	Vineway to provide package of long sections/other drawings 1

	these plans before lodgement. Flagged that if the road is stopped, a turning head would be needed.	week before 20 Nov meeting.
■	The applicant's intention is to use time as productively as possible. Envisage that there would be another meeting with AT prior to lodgement to address these issues.	
■	Concerns regarding the lodgement timeframes and the ability to undertake meaningful engagement prior to lodgement. Is there willingness to make amendments based on Council's feedback?	
■	Vineway has commercial incentives to lodge the application prior to Christmas. The applicant team has been working in the background since the application was withdrawn to address the majority of the issues that have been identified by Council. A lot of the application is not changing, and Council has previously reviewed it, so will have a good understanding of the issues. The team is trying to focus the changes on the areas of concern expressed in the draft decision and that were still outstanding with Council. There will be some points of difference, but we will be aiming to minimise them as much as possible.	
■	Access into the site is a concern (Grand Drive extension). That land is intended to be vested to AT. The applicant is not proposing to construct this portion of the road and AT is not planning on building it any time in the near future. If there is no agreement with Ara Hills, the applicant will need to access the development elsewhere (and the application will need to reflect this) and a legal mechanism will need to be in place to enable this. Understanding is that Ara Hills does not have to build this.	
■	Vineway met with the new General Manager of Ara Hills last week and are currently in discussions regarding the access. There is a difference in opinion between Vineway and AVJ about its consent. Vineway considers it requires them to build to the boundary (point reiterated by ■).	Vineway to provide comment on this 1 week before 20 Nov meeting
■	When the new application is lodged, the reporting must also consider the new plan change from Ara Hills.	
■	The plan change is early in the process and there have been a number of submissions, so the proposed layout is likely to be amended through the process. Commentary will be provided on this as part of the new application.	
■	AT's preference is to include cycling infrastructure on Road 1 (collector road – yellow) and would also like to have an intersection that connects Road 1 with Russell Road.	
■	Does AT want buses and traffic on Russell Road?	

■	That is what the SME's are suggesting. Russell Road would need to be upgraded with two-way seal to accommodate buses and an interim active modes path.	
■	The wastewater filling station is provided in this location, with access off Russell Road, so this will require further assessment.	
■	The traffic assessment shows that cycling infrastructure would not be required on Road 1 as it doesn't meet AT's thresholds.	
■	Agreed that it would not meet the AT thresholds at this point in time, however the SME's have asked for it to be 22m. This would be future proofing the road for future development in the wider area.	
■	Rather than requiring the connection now, can the applicant show that a future connection is not precluded as part of the new application.	
■	From a functional point of view, the applicant can show that the current arrangement could support a bus route in the future. If AT decides to use this as a bus route in the future, then the connection could be provided through to Russell Road. Further details of the thresholds for staging to be provided re. the arterial and collector roads.	Vineway to provide comments on this 1 week before 20 Nov meeting.
■	Previously AT has asked for 21.4m for collector roads, which is what the current proposal has designed to. Is the request now that these are 22m?	
■	AT's standard now is that collector roads are 22m but will confirm. Refer item 2 of the AT Memo.	■ to confirm required width of collector roads. (Done – see AT's accompanying memo)
■	AT's preference is that Road 14 and Road 17 are constructed at the same time (within a single stage). Road 5 can be constructed first on its own.	
■	What is the rationale for this?	
■	Has been requested from the SMEs, but they haven't provided justification at this stage. Will confirm. Refer item 3 of the AT Memo.	■ to provide justification for why Road 14 and Road 17 would need constructed in a single stage. (Done – see AT's accompanying memo)
■	There are significant earthworks that would be required for these roads and services to be installed. This would be a significant undertaking, so would need to understand the reasoning from AT to consider this further.	

■	The Ministry of Education (MoE) has purchased a site on Upper Orewa Road so it is AT's understanding that a school would be constructed in the future. AT would want to see a shared path between the two roads leaving the Delmore site and an interim shared path on Upper Orewa Road. If the school was constructed in the future, they would want this to be extended down.	
■	Is the site zoned for a school?	
■	No, but MoE has purchased it.	
■	The site is not consented and not designated so there is no certainty of it being developed. Should this be on MoE rather than the developer?	
■	AT wouldn't expect it to be constructed, unless the school was established. A condition would be required to address this. Would also like to see a shared path on Upper Orewa Road and Russell Road to link across the development.	
■ ■	The applicant team will look into this. This might be another area where from a functional point of view, the applicant could show that the current arrangement would not preclude a path in the future.	Vineway to provide comment on this 1 week before 20 Nov meeting.
■	Is the applicant considering any further external upgrades? Is there an updated ITA?	
■	Currently investigating options for external upgrades. Something to be addressed through conditions. An updated ITA will be prepared as part of the new application. It would be good to discuss upgrade works prior to the ITA being finalised so it can be incorporated into the ITA.	■ to circulate draft conditions to ■ for meeting 20/11.
■	AT would want some kind of agreement regarding the land south of the development to be vested for paper roads. What is the intention for the paper roads within the development? Refer item 12 of AT memo. A pre-app meeting has been held on this matter with AT but no formal application has been made.	
■	The applicant team is already in conversations with AT property team regarding the road stopping within the site. Can provide further information on this if needed.	Vineway to provide overview of works within and vesting / stopping plan for paper road on this 1 week before 20 Nov meeting.
■	Other details to be addressed including; sizing of the roundabouts, vehicle tracking for heavy vehicles, reduction in crossings from collector roads, indicative bus stop locations, driveway direct access, and sightline concerns at some of the JOALs / collector roads.	Vineway and ■ to organise a separate meeting about Council traffic technical points. (Done – provisional date

		agreed for 25 Nov – [REDACTED] [REDACTED] to liaise with [REDACTED] [REDACTED] directly to coordinate)
[REDACTED]	All of those details are currently being worked through and will be provided as part of the new application.	
[REDACTED]	What is the intention of the super lots? The lots in this area should not have direct access from the NoR. Has the number of lots been reduced?	
[REDACTED]	The super lots are currently shown on the masterplan, however the lot layout will be developed prior to lodgement. This was just for information purposes for AT to review the plans. Changes to these areas result of changes to roads. The number of lots hasn't been finalised yet but will be similar to the previous application.	
[REDACTED]	Will need to consider Ara Hills plan change and what impact this has on the modelling / thresholds at the Grand Drive interchange. Will also need to consider the active mode connection over the motorway and how the timing works in with Ara Hills conditions. Flagged that a similar active modes condition would need to be added to the Delmore consent.	Vineway to provide comment on Ara Hills and thresholds 1 week before 20 Nov meeting. Active modes requirement to be included in draft conditions
[REDACTED]	Currently looking at what Ara Hills have proposed and how this ties in. The intention is to have some further information on this to discuss with CR prior to lodgement.	
[REDACTED]	There are a number of stormwater concerns still to be addressed – also previously flagged by NTZA. <i>(Note: to be considered as part of future meetings).</i> <i>An 'issues' table has been prepared internally by the applicant team to outline the outstanding Delmore FT matters and will include their response.</i>	
[REDACTED]	AT has concerns regarding the paper road to the north (between Delmore and Ara Hills). No party has proposed to develop this road. AT has no funding and so developers need to provide the infrastructure. How is this going to fit in with the development?	
[REDACTED]	The applicant will investigate this further and will have discussions with Ara Hills.	Vineway to provide comment / update on these discussions 1 week before 20 Nov meeting.
[REDACTED]	Understand that Ara Hills are wanting to connect into the Delmore development on the NoR road. The applicant needs to provide	

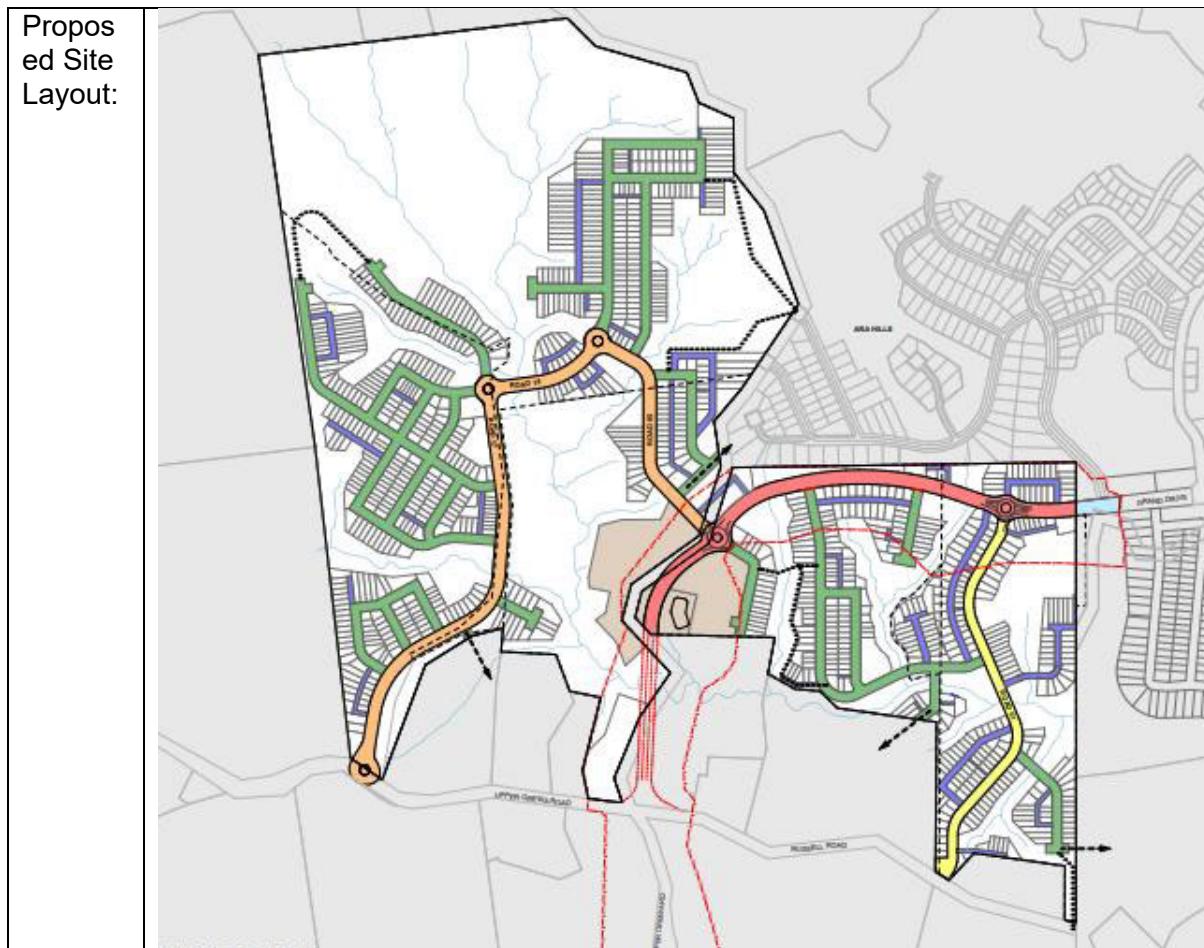
	detail on the Ara Hills proposal and how everything ties in together.	
■■■	There are topographical constraints in this area, but it is part of the conversations that are currently being had with Ara Hills.	
■■■	Ara Hills have proposed a different NoR alignment on their plan change. Is AT working with Ara Hills on this? Flagged that the Plan Change and NoR alignments are different from the SGA version. Delmore needs to provide additional information on this - refer item 6 last bullet point of AT Memo.	Vineway to provide comment / update 1 week before 20 Nov meeting.
■■■	Understands that AT has made a submission on the plan change and the extension to the boundary is one of the submission points.	
■■■	Is there anything to discuss on the truck movements associated with the wastewater transport movements?	
■■■	Suggest that there is another meeting with AT to discuss that and some of the more detailed issues.	Vineway to provide comment on this 1 week before 20 Nov meeting.
■■■	Will circulate the AT team's pre-app Memo after the meeting	■■■ – to include when minutes are circulated
■■■	The applicant can circulate a package within 2 weeks for another discussion. Intention is to meet again with AT in 3 weeks time. Suggestion is 20 th November 1pm – 3pm. AT will bring along the relevant SMEs and CR. ■■■ – request that lunchtime meetings are avoided.	■■■ – to arrange new AT meeting. (Done – arranged for 20/11) ■■■ – to circulate information at least 1 week prior to the meeting being 13/11 (or earlier if possible)



Memorandum

To:	[REDACTED] Principal Project Lead – Premium (AC) [REDACTED] External Council Planner (DCS) [REDACTED] Acting Development Planning Manager (AT)																								
From:	[REDACTED] Principal Planner – Strategic Development Partnerships (AT)																								
Date:	29/10/2025																								
Subject:	PRR00043360 - Delmore FT2 Application																								
Has a meeting occurred:	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>																								
When did the meeting occur:	<p>Tuesday 28 October 2025 12.30 – 2pm, in-person at 138 Albert Street Council offices L28 R 5</p> <table> <tr><td>[REDACTED]</td><td>Vineway</td></tr> <tr><td>[REDACTED]</td><td>Vineway</td></tr> <tr><td>[REDACTED]</td><td>B&A</td></tr> <tr><td>[REDACTED]</td><td>B&A</td></tr> <tr><td>[REDACTED]</td><td>Commute</td></tr> <tr><td>[REDACTED]</td><td>Don McKenzie Consulting</td></tr> <tr><td>[REDACTED]</td><td>McKenzie & Co</td></tr> <tr><td>[REDACTED]</td><td>Public Works Advisory</td></tr> <tr><td>[REDACTED]</td><td>Principal Project Lead - Auckland Council</td></tr> <tr><td>[REDACTED]</td><td>External Council Planner (DCS)</td></tr> <tr><td>[REDACTED]</td><td>External AT Consultant (Beca)</td></tr> <tr><td>[REDACTED]</td><td>Auckland Transport</td></tr> </table>	[REDACTED]	Vineway	[REDACTED]	Vineway	[REDACTED]	B&A	[REDACTED]	B&A	[REDACTED]	Commute	[REDACTED]	Don McKenzie Consulting	[REDACTED]	McKenzie & Co	[REDACTED]	Public Works Advisory	[REDACTED]	Principal Project Lead - Auckland Council	[REDACTED]	External Council Planner (DCS)	[REDACTED]	External AT Consultant (Beca)	[REDACTED]	Auckland Transport
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[REDACTED]	External AT Consultant (Beca)																								
[REDACTED]	Auckland Transport																								
Site Address :	Wainui, Rodney Auckland																								
AUP Zoning:	<p>Zone</p> <ul style="list-style-type: none"> • Future Urban Zone <p>Designations:</p> <ul style="list-style-type: none"> • NoR6 																								
Proposed:	The proposed development involves a master planned primarily residential development comprising arterial, collector, local roads, j oals, and provision for active modes.																								
Relevant Network Factors:	Future Arterial NoR6																								

Memorandum



Introduction

Thank you for the opportunity to provide initial commentary on the pre-application for the Delmore Proposal (proposal) located at Wainui. As part of AT's review for Auckland Council (AC), the following pre-application documents were received and reviewed:

- Masterplan Drawings A101 and A103 prepared by Terra Studio undated.

As part of AT's review of the pre-application documents, the following specialist teams provided commentary on the proposal:

- SGA – [REDACTED].
- Development Planning Consultants – [REDACTED],
- Transport Modes Design - [REDACTED]



Memorandum

Initial Comments

As previously mentioned, in providing preliminary feedback of this masterplan proposal, comments have been received from specialists including consultants. Their comments and feedback, which were raised during the pre-application meeting, have been outlined below. Delmore's initial comment to some of the issues discussed and likely further actions are in blue type.

1. Staged Development - might be Ok, more detail is needed.

Delmore to provide additional information.

2. Collector Road 1

- Collector Road 1 – to be 22 metres with walking and cycling on both sides. The Stage 1 collector road (Road 1) does not have separate cyclist facilities, while the Stage 2 collector roads do. The applicant should provide cycle facilities on Road 1 as well. It has too steep of a gradient safely ride a bike up, but it is an important future connection not just for the applicant's site but for cyclists riding between the FUZ land to the south and the NoR6 road when both are developed.

Delmore have requested that collector roads be 21.2m rather than 22m.

AT Response

To accept a reduced Minimum width for a Collector Road, the applicant needs to show the elements required to meet the specified Functions and how they can be accommodated within the reduced width. Notwithstanding a Consented minimum width, Engineering Approval may be found to require additional road reserve width in places, subject to detailed design review. Consent of a reduced width is therefore at the applicant's risk and may require local adjustment to Subdivision Scheme Plans.

- Collector Road 1 - to connect to Russell Road and to have intersection treatment.

Delmore advised that Road 1 is not intended to be a through road. The use of this road by buses in the future is to be investigated.

3. Roading / Triggers

- Road 05 could be developed as a next Stage.
- Road 14-17 link to Upper Orewa Rd to be constructed in a single stage from Road 05.

Delmore advised that roads 14-17 cover different catchments and will involve significant earthworks. So difficult to construct all at the same time. It was confirmed that the roads form part of stage 2. It is thought that the main reason for this would be so that future development would not be precluded and all development would be integrated.

Delmore sought additional justification of this requirement.

AT Response

Sub-stages within Stage 2 need to enable connection through to Upper Orewa Rd reliably. Discussion on a practical staging and conditions would help in reaching an agreement on this.



Memorandum

- Thresholds for staging need to be set to ensure timely completion of arterial and collector roads.

Delmore to provide additional information.

4. Russell Road

- Upgrade Russell Road to have 2-way seal to accommodate buses and interim shared path walking and cycling on northern side from side to side of the development.

Delmore to look at additional provision for active modes and buses.

5. Upper Orewa Road

- Upgrade of Upper Orewa Road south and west sections needs to be considered in more detail.

Wider upgrades to Upper Orewa Road are to be looked at with additional information to be provided.

- Interim shared path needed along Upper Orewa Road (north side) to meet with upgraded Russell Road.

This was a potential condition in the original consent. Delmore to look at this further.

6. NoR6

- Should be built in its entirety. AT compulsorily acquire land to construct remaining NoR and intersection with Russell Road - applicant funded through agreement with AT separate to the fasttrack resource consent process.
- They have now aligned with the position of the SGA alignment on the southern boundary, so issues around increased future costs have been removed
- They have applied a 5% (drawing 103) max grade which is ok for an arterial cycle route. But 8% on drawing 101. Preference is 5% for active modes, 8% is a departure that could be considered. There is a need to ensure that extension to Upper Orewa Road is not precluded, so a long section is needed that shows the vertical profile for the full length. AT can then review whether this is appropriate. Gradient should be clarified.
- There is no vertical or horizontal geometry provided – AT will need to check this is appropriate
- The vertical geometry at the southern boundary of the Arterial will need to be checked to confirm that there is sufficient clearance over the stream and that there is a feasible solution to connect to Upper Orewa Road.
- NoR to have a turning circle at end over the paper road, noting that AT's requirement is for the NoR6 to be built in its entirety including the intersection with Upper Orewa and Russell Roads.
- Detail on the land to be vested/road stopping is needed. A road stopping application will be needed. Land underneath the bridge as part of NoR6 should be vested.

Delmore advised that:

- The NoR is to have a varying gradient between 5-8 degrees. Additional supporting information is to be provided.



Memorandum

- They would look at extending the NoR6 and/or providing some land to vest beneath the bridge. Delmore to construct the arterial road in its entirety or the intersection to Upper Orewa Road.
- The portion of Grand Drive to be constructed as part of the Ara Hills development does not align with the NoR alignment. As the NoR6 alignment commences at the western extremity of the portion of the road under construction could Delmore please provide specifics of where the Ara Hills development roading is not consistent with the adjoining NoR6.

7. Grand Drive Link

- Should be a part of the application. If not provided will need to consider upgrades to link development to Milldale.
- If this is the access need to know legal ability i.e. agreement for the site to be accessed this way.
- Potential agreement funded by the applicant. AT to compulsorily purchase, though takes some time – at least a year.
- Need active modes over the motorway. This could be a condition of consent.

Delmore to investigate the above.

8. Private Plan Change 115 (Ara Hills) Notified

- Need to consider this intensification in the traffic assessment using the notified information.

Delmore advised that discussions with Ara Hills are ongoing. Delmore to provide additional information, in terms of the impact of the Plan Changes proposed intensification, within the traffic assessment.

9. School Upper Orewa Road.

- If a school is built a condition in the consent is needed providing for a shared path so that pupils can safely walk/cycle to school.

Delmore would look at providing some sort of path if a school is to be established on Upper Orewa Road. This could be a landuse consent condition.

10. Stormwater

- In previous Fast Track serious concerns about OLFP management and culvert design. Info needs to address:
 - The masterplan indicates that there are several OLFP/stream crossings. Can the applicant please ensure that appropriate documents are submitted to demonstrate that infrastructure for OLFP/stream crossings (i.e., culverts / bridges) are appropriately designed?

Stormwater pond

- Without knowing what stormwater network drains to the pond, we don't know if it will be owned by Auckland Transport (if it accepts flow from exclusively road flow), or Auckland Council/Healthy Waters (if it accepts flow from private



Memorandum

property in addition to road flow). Please clarification on what areas drain to it, and the pond's design, as this information is not included in this masterplan. Additional information around the stormwater network is also needed to enable comments to be made for the pond.

At the meeting Delmore advised that stormwater was to be part of a separate pre-app meeting with healthy waters.

11. Detailed Design Comments

Collector Roads

- 1) The most significant change compared to the first fast track application is the introduction of collector roads. These were requested by AT but not proposed by the applicant in the first application. This is a substantial improvement.

[Delmore to provide additional information.](#)

Roundabouts

- 2) The roundabouts on the NoR6 / collector road intersections and on the Stage 2 collector road are also new and will be substantially better for road safety (subject to an appropriate detailed design being prepared by the applicant, the circles they have shown on the drawings at these intersections may be too small to accommodate an appropriate roundabout design).

[Delmore to provide additional information.](#)

Cross Sections

- 3) Drawing A101 shows typical cross-section diagrams for the different road types on the right-hand side, these show what is included in the cross-section and the overall width but not the widths of each element. However it appears to that overall widths will be sufficient to provide all of the elements shown for all of the cross-sections at the widths specified in AT's TDM, with the only exception being that some more space may be needed on some of the lower radius curves to allow for heavy vehicle tracking. There is space in the cross-sections for the collector roads for a 7m carriageway which could be suitable for use as a bus route.

[Delmore to provide additional information.](#)

Collector Road Accesses

- 4) There are some lots with direct access to the collector roads. This potentially means vehicles being reversed out across the cycle lane (which is a safety concern) and into the bus route (which is not preferred on bus routes due to the potential for delay).

[Delmore to provide additional information.](#)

Memorandum

Bus Stops

- 5) The applicant should provide information on indicative bus stop locations on the collector roads so we can confirm that they can be provided in a position which is both safe and easy to access from the dwellings.

Delmore to provide additional information.

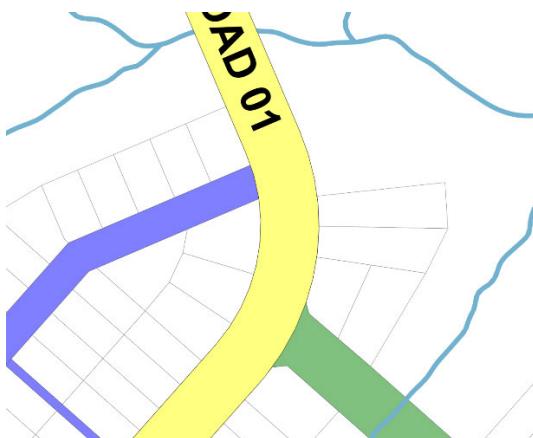
Super Lots

- 6) Two new super lots next to the NoR6 road are proposed. Information is needed to confirm that there is a feasible way to develop these in future without having lots with direct access to the NoR6 road and for any new intersections onto NoR 6 to be located in a location which is both safe and practical. Ideally the super-lot on the east side of NoR6 would get all access from the local road on its east side, while the super-lot on the west side of NoR6 would get access via Road 5. This could be conditioned.

Delmore to provide additional information.

Driver Sightlines

- 7) Some of the intersections and JOAL to road connections are close to horizontal curves in the road and I am concerned that they will not meet driver sight line requirements. As an example of this please see the excerpt below. The JOAL (blue line) meets Road 1 (yellow line) on the inside of a curve. Drivers turning out of the JOAL will not have good sight lines towards approaching traffic on Road 1 when looking to their right.



Delmore to provide additional information.

Number of Lots

- 8) What is the number of lots. Have they been reduced?

It was confirmed that the number of lots is in line with original application. Actual number to be confirmed.



Memorandum

Ara Hills – need to show plan change layout and consented layout.

- 9) The masterplan shows boundaries for Ara Hills in grey, but they have shown what appears to be the currently consented layout and not the plan change layout. While it is useful to see the consented layout, in case the plan change is not approved, please provide a version with the plan change layout also shown.

[Delmore to provide additional information.](#)

Threshold

- 10) The modelling traffic assessment in the first Delmore fast track application only made allowance for the dwellings in the Ara Hills site which already had consent. It identified that there was not sufficient capacity at the Grand Drive motorway interchange for all 1250 dwellings that were proposed to get access via Grand Drive solely and it proposed a threshold at which the consent holder would need to provide an alternative route via Upper Orewa Road.
- 11) This threshold was to be set at the point where the additional traffic would have begun to cause significant problems (network capacity / queuing issues) on the network near the interchange and if it had of received consent this would have meant that any additional dwellings in the Ara Hills site beyond what was already consent would have caused significant these network capacity / queuing problems.

[Delmore to provide additional information.](#)

Scheme Plan

- 12) Need to know the areas to be vested as road and to be closed road.

[Delmore advised they had spoken to Irene Tulloch in AT regarding the potential closed roading and will provide additional detail on road closures and land to vest.](#)

Masterplan / Consented Ara Hills layout compatibility

Paper Road

- 13) There is a paper road running between the east side of Stage 2 of Delmore and the west side of the Ara Hills site. The masterplan shows a local road connecting to this paper road, and the Ara Hills consented layout ends with two roads at the paper road. Whilst the Ara Hills layout may change roading infrastructure on the Delmore site the frontage to the Delmore land should be upgraded to the boundary with kerb and foot path on the Delmore side to provide ability for connection and integration with Ara Hills. Refer comment on item 18.

[Delmore to provide additional information.](#)



Memorandum

- 14) There are no connections between the north edge of the Delmore site Stage 1 and the south edge of the Ara Hills site. Ideally, an active mode connection would be appropriate here (not a full road) between the road within Ara Hills which runs parallel to their south boundary and the NoR6 road. This would mean that people from dwellings in the southwest corner of Ara Hills could walk to the NoR6 road and catch the bus from there. However, the consented Ara Hills layout does not allow for this, and the next best option is route via the paper road, referred to above.

[Delmore to provide additional information.](#)

Masterplan / Ara Hills plan change layout compatibility

- 15) There is a need to know more about the intent of Delmore in terms of the paper road. The Ara Hills plan change layout has two local road connections to their south boundary / north boundary with Delmore Stage 2. It appears that the easternmost of these could connect to the Road 1 / NoR6 roundabout as a fourth leg. The western of the two roads could connect to NoR6 as a left-in / left-out intersection. The Delmore development layout should provide for this integration and connection for active modes.

[Delmore advised that they would look at integration, however, the topography was difficult. They intended to discuss this with the developers of Ara Hills.](#)

- 16) The Ara Hills plan change layout has three local road connections to the paper road between the east side of Stage 2 of Delmore. This paper road would need to be formed on the Delmore site with footpath and kerb to enable integration with an upgraded Ara Hills frontage, noting that Ara Hills may construct the roadway here as there are lots with access only via the paper road. Some design effort is needed by Delmore to ensure that the stub which the Masterplan is showing which connects to the paper road is compatible with upgrades to the paper road and the likely roading in the Ara Hills site.

[Delmore to provide additional information subsequent to discussions with Ara Hills.](#)

- 17) The Ara Hills plan change layout appears relatively compatible with the Delmore layout (more than the consented Ara Hills layout). Neither party has advanced enough to confirm that vertical levels would work in terms of road gradients, but from a conceptual 2D level it appears that with some minor changes to the Delmore layout providing good connections to the Ara Hills site may be feasible.

[Delmore to provide additional information.](#)



Memorandum

Link between Delmore and Grand Drive (blue area in the masterplan)

- 18) Ara Hills does not intend to form the link between the western boundary of their site and the Delmore site across the area indicated in blue in the masterplan. If this link is not provided, then the only road connection to the Delmore site will be via Upper Orewa Road.
- 19) The potential effects of having all traffic accessing the development come via this route was not assessed in the first fast track, but it has potentially significant effects on Upper Orewa and Wainui Roads as well as the SH1 / Wainui Road interchange, that would necessitate upgrade works along this route. If there is no legal mechanism to provide for this access point assessment of access from the south will need to be included in the application.

[Delmore to provide additional information on the above.](#)

Transport Design Manual

The [Transport Design Manual \(TDM\)](#) sets out the engineering design requirements for works within the transport corridor. Please note, any future works within an AT transport corridor, or land to vest with AT will need to be designed to comply with the TDM. Design which cannot be executed in accordance with the TDM will require a Departure from Standards which is at the discretion of AT to approve.

Information Required at Resource Consent Stage

The above matters outlined within the Initial Matters section above need to be addressed within the resource consent application drawings, transport impact assessment and supporting documentation.

Other Approvals Required

- [**Road stopping application. All the information on road stopping and how to make an application is on our website at this link: <https://at.govt.nz/about-us/working-on-the-road/road-processes-for-property-owners/changing-the-legal-status-of-a-road>**](#)
- Section 176 or 178 of the Resource Management Act (1991)

The applicant is advised that written approval from Auckland Transport pursuant to Section 176 (or Section 178) of the Resource Management Act 1991 will be required prior to any work commencing within the designation (or Notice of Requirement) area. The attached deposit slip and application for written consent can be found at: <https://at.govt.nz/about-us/working-on-the-road/road-processes-for-property-owners/consent-for-works-in-an-at-designation/> and sent to AucklandTransportPlanningTeam@at.govt.nz

The relevant information for submitting your s176 (or s178) application is contained in this link: <https://at.govt.nz/about-us/working-on-the-road/road-processes-for-property-owners/consent-for-works-in-an-at-designation/>



Memorandum

Please note that no works associated within this development located within NoR6 can be commenced without AT's written approval pursuant to s176 (or 178). Matters considered as part of AT's s176 (or s178) written consent process is different from that of a resource consent.

Recommendations/Advice

A further pre-application meeting should be held to discuss transport matters and stormwater. ahead of lodging RC.

Important note to Auckland Council:

The views expressed by AT specialists within a preapplication are the preliminary views, made in good faith, on the applicant's proposal. Not all specialists may have reviewed this proposal, nor has any specialist conducted a precise review for design and standards compliance. We reserve the right to change and/or add to our comments in the future. The views stated in this document are to be taken as high level and used for guidance only.

Minutes

Project: Delmore Fast Track Application

Date: 20 November 2025

Time: 1:00pm

Location: Auckland Council office; online

Attendees:

Name	Role/Organisation
[REDACTED]	Applicant - Vineway
[REDACTED]	Applicant - Vineway
[REDACTED]	Applicant planner - B&A
[REDACTED]	Applicant planner - B&A
[REDACTED]	Applicant traffic engineer - Commute
[REDACTED]	Applicant traffic engineer - Don McKenzie Consulting
[REDACTED]	Applicant civil engineer - McKenzie & Co
[REDACTED]	Applicant civil engineer - McKenzie & Co
[REDACTED]	Applicant - Public Works Advisory
[REDACTED]	Principal Project Lead - Auckland Council
[REDACTED]	External Council Planner – DCS
[REDACTED]	Auckland Transport
[REDACTED]	External Auckland Transport Consultant - Beca
Auckland Transport specialists (AT)	

Person	Detail	Action
[REDACTED]	External upgrades: Have proposed a few conditions for external upgrades once the link to Upper Orewa Road is opened. The first one is widening of Upper Orewa Road (down to Wainui Road intersection) with 1m sealed shoulders on both sides of the road.	
[REDACTED]	In general support this condition, however the wording should relate to the opening of any access onto Upper Orewa Road, rather than the opening of the roundabout.	
[REDACTED]	Support the 1m road widening. Is there room within the existing road reserve to do this?	
[REDACTED]	Yes there is room for this. The next upgrade condition is the upgrade of the Wainui Road / Upper Orewa Road intersection. We	

	have proposed a right turn bay on Wainui Road and a left turn bay on Upper Orewa Road.	
■	The NoR6 will have a roundabout at this location and you have proposed a right turn bay. Can you confirm why you have proposed this instead of a roundabout considering that a roundabout would be safer?	
■	The proposed upgrades are consistent with the scale of development that is being proposed. A roundabout is quite significant in the context of this development. There will always be an option that is safer, but we need to consider what is appropriate to mitigate the effects of this particular development.	
■	You will also need to consider moving the existing power poles.	
■	That would be considered as part of the detailed design process, including a safety audit which AT would sign off on.	
■	Include the rationale for the proposed right turn bay as part of the ITA.	
■	The proposed upgrades would be a sufficient interim solution for this development before the NoR6 comes along in the future and it wouldn't preclude the development of the NoR6.	
■	The next point is the Wainui Road upgrade that has been requested previously. The proposed right turn bay at the Wainui Road / Upper Orewa Road intersection will involve some road widening on Wainui Road. The remainder is not considered necessary as the existing shoulders are already between 0.5 – 1m. The widening would involve only 200mm.	
■	The updated ITA should show where the intersection widening will go to. Consider traffic volumes through this area and whether there are any other safety measures that could be proposed instead.	
■	The next point is the Grand Drive interchange. The trigger point for the new access is to be opened is 750 dwellings. Prior to 850 dwellings, the applicant would need to prepare a monitoring report of the interchange and implement upgrades if required.	
■	The proposal is for assessment, then trigger point and then review. Likely won't identify in the condition that the future upgrades would be, but have provided some options so AT knows that there are mitigation measures available.	
■	Would like to see wording in the condition that requires the consent holder to consult with NZTA on the mitigation measures.	
■	Rather than having the trigger point "prior to 850" it should read between "820 and 850" – or something similar so that it is done at a specific stage of the development.	

■	Generally agree with the proposed approach. Ensure that the new ITA includes some modelling to show that the triggers points are at the correct number of dwellings.	
■	The Ara Hills plan change will introduce another 350 dwellings. Given the plan change is now notified you will need to have regard to it and include commentary as part of the ITA.	
■	We can include commentary as part of the ITA – essentially it would just reduce the trigger point of when the secondary access is required to be opened. The last condition is the off-road temporary footpath from the new intersection of Upper Orewa Road / Road 17 to Russell Road / Road 1.	
■	Support the inclusion of the path. Would like to see extension of the footpath further east past Road 1 so that it connects to the proposed pedestrian trail at the eastern corner of the development.	
■	We will review that and come back to you.	
■	Is there a reason why this is a temporary path?	
■	The whole road is going to be upgraded in the future.	
■	AT would anticipate a gravel path for this, recognising that it will be upgraded to an urban standard in the future. Lighting should also be reviewed to ensure safety for people walking at night.	
■	We have also had a look at the intersection of Upper Orewa and Russell Road. Can be slightly improved with some vegetation clearance but it is pretty minimal.	
■	Could consider having a conversation with the neighbour about that. Acknowledge that Russell Road will be low traffic and the shoulder widening will help a little.	
■	With any of the external upgrades, will there be any consent triggers for these?	
■	The upgrades are all within the existing road reserve so we assume not, but we will review and come back.	
■	Have overlaid the Ara Hills network with the Delmore network and there is a lack of integration between the two sites (ie. Roads are not connecting). Considers there could be some integration with roads (see plan mark-up provided by AT). However, acknowledge that there may be reasons why the roads cannot connect and it would be useful to outline this in the application (ie. Topographical constraints).	
■	The levels of the NoR are locked in, which has informed the entire roading network within the Delmore site. This creates issues with	

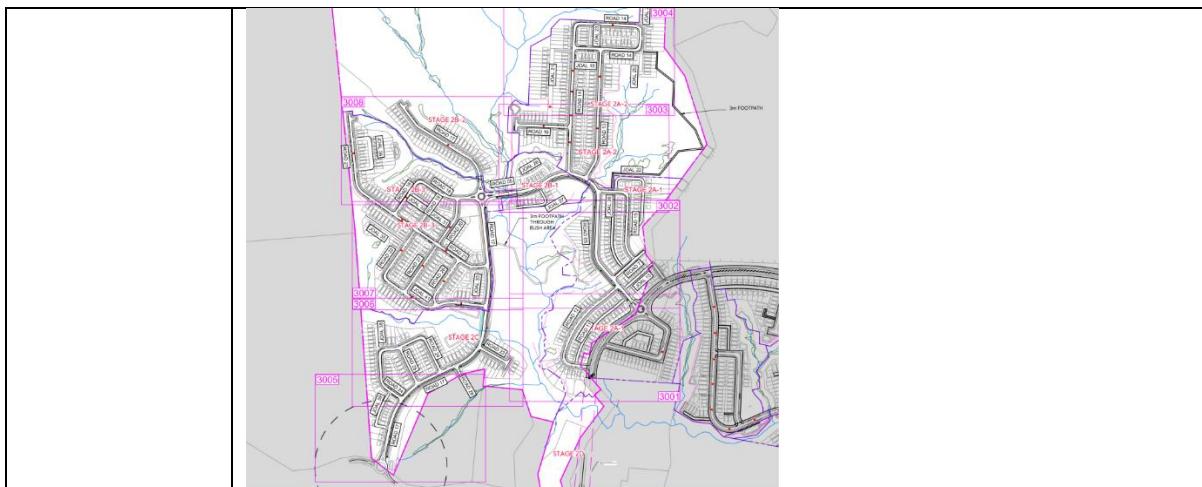
	Ara Hills trying to connect into the NoR as the topography is too steep.	
■	The levels of the NoR aren't locked in until they are built. The road is designated and there is a concept plan, but the levels can be changed with agreement from AT.	
■	AT has advised previously that the levels can't be changed and so we have been working to those specified grades. We have considered how the site could connect in, but we will look at the specific areas identified by AT and see if there are any further opportunities to improve.	
■	Ara Hills have proposed an entire section of their development based off a connection from the Delmore site. They have removed a bridge crossing and have proposed to connect into the NoR without consideration of the topography. We have been reaching out to them to discuss, but we are not sure where we will get to before the lodgement date. We will go away and consider what we can change on our own and what we can review with Ara Hills.	
■	Is there any update on the Grand Drive extension?	
■	Have had a separate meeting with AT on this around land acquisition.	
■	That is a separate process, but you will still need to seek consent for the roads as part of this application.	
■	We can't include them within this application as it is outside of the site and therefore not within scope of the fast-track application. However, we will address and include commentary as part of this application.	
■	There is an existing paper road on the Ara Hills site that adjoins the Delmore site. Would like to see some sort of public access to that paper road.	
■	That paper road was established because of the Ara Hills development. It was to provide access to the landowner of 55 Russell Road. There is a consent notice area that protects existing native vegetation so it would be very difficult to provide a pedestrian link to this. The topography is also very steep. We can make this clear on the plans and in the application.	
■	Could Road 1 be used as emergency access from Russell Road if there was a problem at the Grand Drive interchange?	
■	Yes, can be used for emergency access. The wastewater trucks are accessed from this area. There would be some sort of gate that could be opened.	
■	Have provided a turning circle for this. A truck can sit and wait in the turning head, and a bus can turn around at the same time.	

■	This would be unlikely to occur as I don't think AT will run a bus down that cul-de-sac road until the connection is made to Russell Road. Still want to see the collector road at 22m.	
■	The proposed collector road can accommodate buses but not a dedicated cycle path. Would you consider a dispensation showing a cycle lane at a reduced width? Would be reducing the size of the berm but can still accommodate street trees.	
■	Can consider if a cross-section can be provided.	
■	Because you are proposing a private WW treatment system, any private pipes that go under the road would need an encroachment licence unless they are vested to Watercare.	
■	Yes, that's fine. We are working with Watercare on the servicing.	
■	In terms of the school site, we would still like to see a condition that would require a path constructed from the development to the school if the school were to be developed.	
■ ■	That kind of condition isn't practical because the school is not designated or zoned and there is no certainty on when, or if it would be developed. The development could be finished before the school is constructed.	
■	Also have concerns around the Ara Hills shared path that needs to be constructed over the interchange.	
■	AT should be discussing this with Ara Hills given it is part of their consent conditions.	
■	We would also like to see an additional path through an existing vegetated area to connect two roads (refer attached plan).	
■ ■	We have been asked by AC ecology team to remove these walking trails.	
■	AC is currently working internally to get some consensus around the public walkways. Will come back to the applicant on this.	
■	Will provide some dates for a third AT meeting if the applicant would like to meet again to discuss before lodgement.	



Memorandum

Memorandum



Introduction

Thank you for the opportunity to provide further commentary on the pre-application for the Delmore Proposal (proposal) located at Wainui. As part of AT's review for Auckland Council (AC), the following pre-application documents were received and reviewed:

- Commute Memo External Upgrades
- Roading plans and sections
- Paper road stopping information
- Staging Plan
- Wastewater filling station vehicle tracking

As part of AT's review of the pre-application documents, the following specialist teams provided commentary on the proposal:

- SGA – [REDACTED].
- Development Planning Consultants – [REDACTED],
- Transport Modes Design - [REDACTED]
- Property – [REDACTED]

Initial Comments

As previously mentioned, in providing preliminary feedback of the available information, comments have been received from specialists including consultants. Their comments and feedback, which were raised during the pre-application meeting, have been outlined below. Delmore's initial comment to some of the issues discussed and likely further actions are in **blue** type. Please note due to time constraints not all matters were able to be discussed at the meeting. These matters have also been summarised below and the response that Delmore is to advise further.



Memorandum

Proposed External Road Network

1. Wastewater private.

Pipes unable to be placed in road without an encroachment licence. Approval is not guaranteed and is generally given for 20 years.

Delmore confirmed that they are aware of the need for an encroachment licence to be sought.

2. NOR6 connection to Grand Drive

The NoR6 road connection between the Delmore site and the Grand Drive motorway interchange is still an outstanding issue. A legal mechanism is needed to show legal access and road drawings.

It was advised that this roading needs to be part of the application.

3. NOR6 connection to Upper Orewa Road

The NOR6 road connection to Upper Orewa Rd is still an outstanding issue. ATs expectation is that the developer vests and builds the road to Upper Orewa Rd as discussed previously.

As with NoR6 this needs to be part of the application.

4. Lack of Integration between Delmore and Ara Hills

AT suggestions for integration.

When the Ara Hills Precinct Plan is overlaid with the Delmore Fast Track #2 proposed road network it is apparent that there is a lack of integration between the two networks. Prior to lodging the formal fast track application both Delmore and Ara Hills should privately agree a road network that is integrated and agreement in principle is reached on the levels of the two roads being connected (acknowledging the limitations provided by topography in some locations may prevent future connections). The following changes should be considered by both applicants in Delmore and Ara Hills:

Memorandum



Delmore advised that they would look at what they could provide/achieve on their own and what could potentially be achieved with Ara Hills. This would include justification for the roading system and reasons why suggestions are unable to be done perhaps because of topography and alignment.

AT recommends that meetings be held with Ara Hills to enable integration of the two developments.

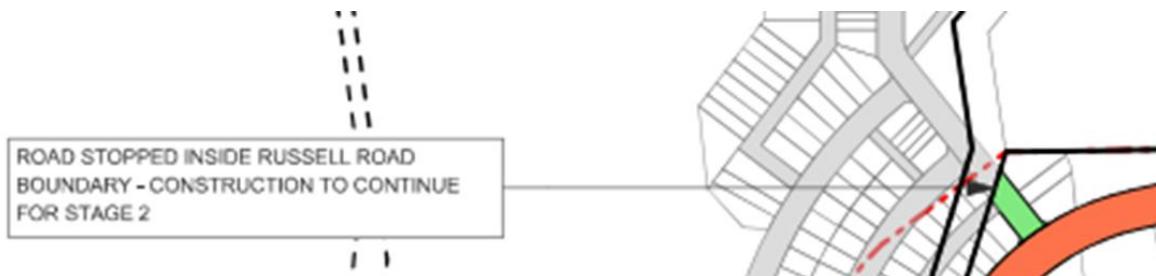
5. Paper Roads

The section of paper road (now shown in blue on new plan) are part of a large network of unformed legal road as shown in purple below. It is important that this network remains fully connected.

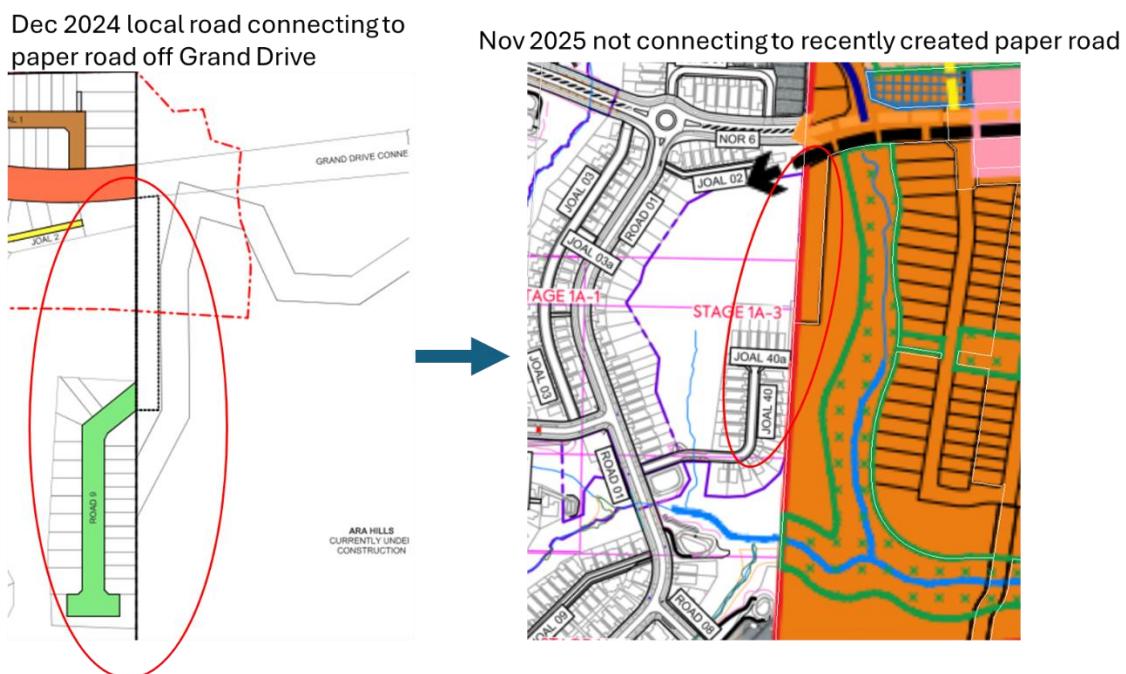


Memorandum

The plan provided at the pre-app meeting with AT Property Services on 17 December 2024 relating to an intended future closed road application showed a proposed local road connecting to the unformed road and onto the NOR 6 road, which would provide continuity of access to the unformed road network. It is not clear why the proposed network has changed to connect at road 7 and the original local road shown green below has now become a JOAL.



In addition, AT is concerned that the recently created paper road on the Delmore/Ara Hills boundary no longer has a direct connection through to Delmore as was previously proposed to AT. JOAL 40 was to be a public local road to connect with the existing paper road. As advised to the applicant at the pre-app meeting with AT Property Services on 17 December 2024, any proposed reconfiguration of the development site that impacts any sections of the unformed legal road on the site, will require the applicant applying for a road stopping.

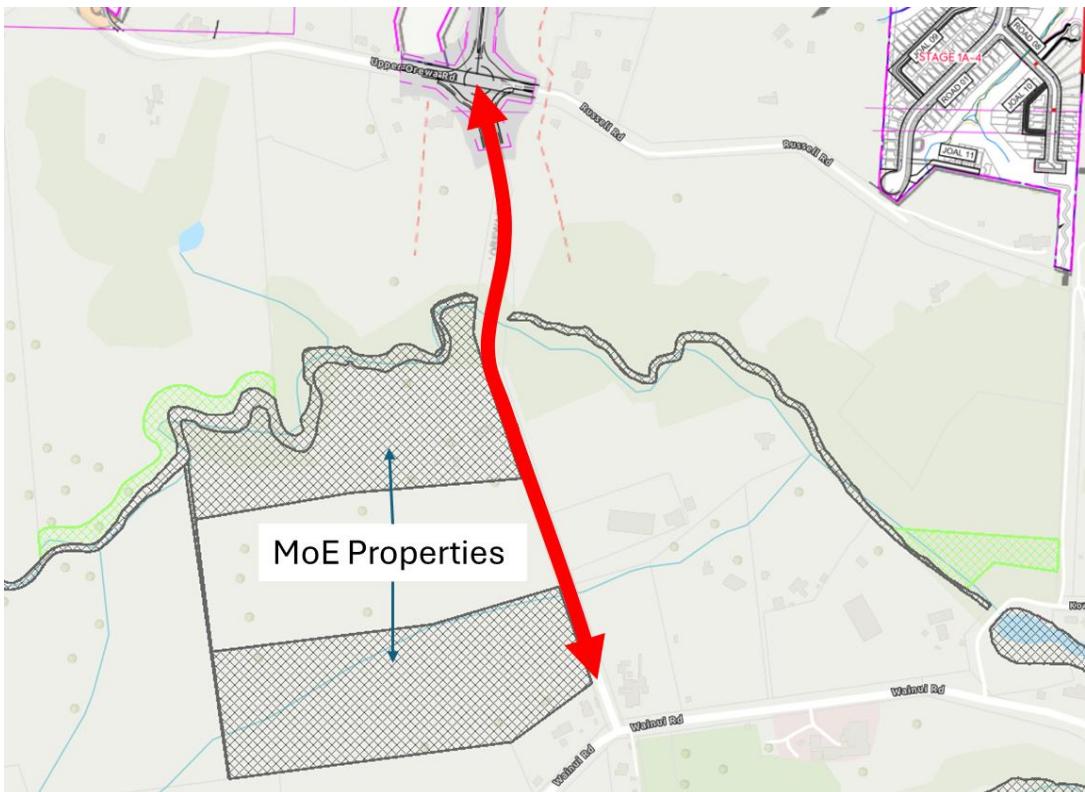


Delmore to provide additional information on the above points. AT would like Delmore to consider a walking link from JOAL 40 through to Grand Drive. Any such link would not necessarily need to follow the location of the paper road on the adjoining ARA Hills site.

Memorandum

6. MoE school site active mode connections

The provision of infrastructure for active modes between the Delmore site and future school on Upper Orewa Rd is still an outstanding issue. This needs assessment of infrastructure requirements and draft triggers within conditions. To be built when school opened. Condition on landuse consent, and subdivision consent as an encumbrance.



Noted by Delmore, not agreed.

7. Shared use path bridge on SH1 Grand Drive Interchange

The resource consent for Stage 1, Stage 2 and Stage 3A of the Ara Hills development (BUN20441333), was granted by Auckland Council in August 2017. The applicant was conditioned to construct a shared path from the Ara Hills development across SH1 via the Grand Drive overbridge to the Arran Drive / Grand Drive intersection. The applicant was issued s176(1)(b) and s178(2) approval from NZTA to construct the shared path within NZTA's designations and notices of requirement in September 2024. However, to date the bridge has not been constructed. There remain no active mode connections between Ara Hills and the wider transport network and a limited number of transport options for those who do not or cannot drive, due to the lack of active mode access to the public transport network. A condition of consent is needed that prior to the occupation of any new dwelling in stage 1 the shared path bridge must be operational.

Delmore to provide additional information.



Memorandum

8. Lack of Resilience for Stage 1

Assuming that stage 1 is able to get access to Grand Drive Interchange, this lack of alternative access for stage 1 creates potential resilience issues and a vulnerability in the network in the event that the interchange is subject to closure or heavy congestion. It would be helpful to include an assessment of operations and resilience under incident scenarios, factoring in cumulative traffic from other recent and approved developments in Ara Hills.

Stage 1 will have access to Russell Rd (via intersection with Road 1) which provides emergency resilience, but it is unclear how this access is proposed to operate. Please confirm how the access to Russell Rd will be managed for both stages including during events when Grand Drive Interchange is closed.

[Delmore advised that for emergencies there could be access via Road 1.](#)

9. Grand Drive Interchange 750 dwelling threshold

Section 4 of the Commute letter addresses the potential effects of additional trip generation from Delmore on the Grand Drive motorway interchange referring to a 750-dwelling threshold. It is ATs understanding that this includes the consented 575 dwellings in Ara Hills, but does not take account of the 950 dwellings in Ara Hills which PC119 anticipates suggesting that the 750 dwelling threshold should be reduced to 375 dwellings.

[Delmore to provide additional information](#)

10. Potential Changes to Grand Drive Interchange

A monitoring condition on the Grand Drive interchange is supported in principle. However, the proposed wording of the mitigation condition puts decision making with the independent engineer rather than Council and NZTA (the requiring authority). Feedback should be sought from NZTA as the requiring authority on any works to this interchange. The condition should therefore be extended to ensure that information supplied includes a summary of consultation/discussions undertaken with NZTA as the designating authority.

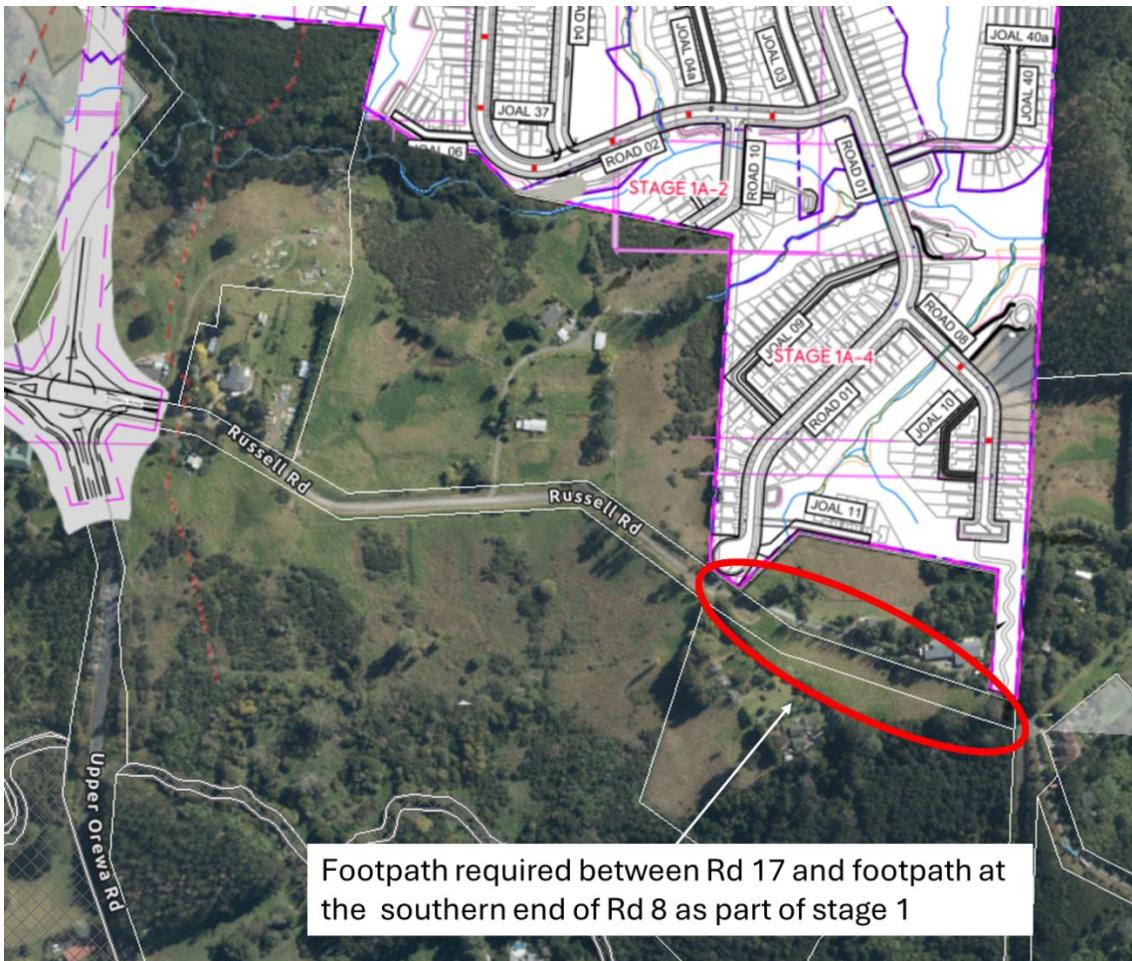
[This relates to a condition imposing a trigger on a slip lane in the future. Delmore to look at the condition to add additional text to ensure discussions with NZTA are documented and forwarded to AT.](#)

[Delmore further advised that the proposed upgrades to Upper Orewa and Wainui Road are intended to take pressure away from the Grand Drive interchange. A sensitivity analysis needed to be undertaken regarding the extent of interchange use. Any upgrade works would need to be undertaken before there is an issue but after some level of development has occurred.](#)

11. Path along Upper Orewa Road and Russell Road – This was also covered in the Commute Report

Memorandum

AT is supportive of the proposed active mode path along Upper Orewa Rd and Russell Road. However, the path will need to extend along the Russell Rd Paper Road to the eastern boundary connecting to the footpath at the southern end of Rd 8. This section of footpath should be constructed as part of stage 1 rather than prior to the opening of the Rd 17/Upper Orewa Rd roundabout.



Delmore proposes a condition and is to look at extending the interim active mode path to the path on Road 8 as part of stage 1. This area is circled in red in the above snip. The design of this interim path and the need for any lighting is to be looked at and outlined in the ITA.

12. Widening of Shoulders on Upper Orewa Road – This was also covered in the Commute Report

AT is supportive of the proposal to widen the shoulders on Upper Orewa Road between Road 17 and Wainui Road to 1m wide each side.

Craig Richards advised his support for the suggested 1m widening of each side of the road along the site frontage and extending through to Wainui Road.

Memorandum

13. Upper Orewa Rd / Wainui Rd Intersection.

A right turn bay at the Wainui Road / Upper Orewa Road intersection is proposed. While this is less safe than a roundabout sought by AT, it addresses many but not all of the potential safety and operational issues at this intersection.

Unlike the roundabout the right turn bay does not slow eastbound through traffic on Wainui Road and there is still potential for a side impact crash at this intersection at a speed where the crash is likely to result in death or serious injury. Please assess the side impact crash potential at this intersection.

The drawings submitted confirm that the relocating or undergrounding of the power poles near the intersection is required. Please confirm this is proposed.



Delmore confirmed that upgrades involve a right turn bay. Delmore did also consider a roundabout but considered the proposed upgrades appropriate to mitigate the effects of development. The upgrades include road widening for additional lanes at the intersection.

In response AT maintained the need for a roundabout. Due to safe system needs and survival impact speeds. There is also a need to the power poles (applicant agreed). AT advised that proportionality arguments need to be put forward by the applicant as there is a potential safety issue with this intersection. Traffic volumes and cyclist safety need further consideration. More detail is needed in the ITA.

AT further advises that the finalised design will need to be integrated with the intended final form of the intersection to minimise future rework where possible.



Memorandum

14. Widening of Shoulders on Wainui Rd - This was also covered in the Commute Report

While widths vary and are as low as 0.4m in many places (AT's TDM standard is for a minimum of 1.0m sealed shoulders in this situation) the assessment provided does not give a good reason why these should not be widened. Please explain why 0.4m is acceptable given that the proposal would result in a significant increase in traffic over and above the existing.

At advised that any upgrades to the shoulder need to pass the safety audit and should enable integration with the NoR. It doesn't appear that the current indicative proposal precludes the NoR so likely to be ok in principle.

It was advised that there is no need for widening where it is 0.8 or 0.9 along Wainui Road.

Delmore agreed with the above.

15. Section

Section 4 of the Commute letter addresses the potential effects of additional trip generation from Delmore on the Grand Drive motorway interchange. They refer to a 750-dwelling threshold. This includes the consented 575 dwellings in Ara Hills but does not take account of the 950 dwellings in Ara Hills which PC119 anticipates. Potentially the 750-dwelling threshold should be reduced to 375 dwellings.

Delmore to review this and provide additional analysis.

16. Sight Lines at Russell Rd / Upper Orewa Rd Intersection

Driver sight lines at the Russell Road / Upper Orewa Rd intersection are not supported. The vehicle turning right into Russell Road in Figure 7 of the Commute report is positioned in a location where the driver would need to make a 135-degree right hand turn to access Russell Road. This is not a realistic depiction of where a driver would actually stop when making this turn.

This was discussed and is to be covered in the ITA. Some vegetation can be trimmed to improve sight lines for right turning vehicles into Russell Road.

Proposed Internal Road Network

17. NOR6

The back berm on the NoR6 road is shown as being only 0.5m wide on Drawing 37525-1-3600-Rev F. AT TDM minimum width for back berms is 1.0m. Also note that the proposed road layout drawings (3000 roading plans) do not show the cycle lane.

Delmore confirmed the 2m cycle lanes on NoR6. To advise on the back berm widths.

Memorandum

18. Collector Road - Road 1

All collector roads should be a minimum of 22m (rather than 17m proposed for Road 1) noting that this road will require indented parking bays along its length so that the carriageway is kept clear for vehicles. In addition, separate cycling facilities will be required on Collector Road 1 given that when the FUZ land to the south of Delmore is eventually developed Road 1 it will open to general vehicles and become the main route between that land and the Grand Drive motorway interchange and at that time the traffic volumes will require separate bicycle facilities. Safe cycling infrastructure is required where cycling with traffic standards is not met (<30km/h, <300 vph).

It is assumed that access to Road 1 via Russell Rd will be restricted to interim Wastewater Trucks and emergency vehicles in stage 1 and 2 noting once full vehicle access is enabled to Russell Rd, Russell Rd will need to be urbanised given it is currently a rural gravel rd.

Note: the current turning head appears to not work for wastewater truck turning. Please provide information on the intended route of these trucks.



AT maintains that this road, Road 1, should be built to collector standard. A 17m road provides low amenity and justification for 17m is needed on a road that should be designed to accommodate buses with walking and cycling on both sides.

Delmore have provided for active modes via a shared path on one side of this road. Will consider widening Road 1. In terms of the truck tracking there are additional drawings which show the truck turning. The drawing above shows the tracking when a waste collection vehicle is stationary. The truck can in fact turn around.



Memorandum

19. Collector Road – Road 5 and 17

Collector Roads 5 and 17 have a two-directional off-road cycleway along one side only. This type of layout is most appropriate where one side of the road has a lot less vehicle crossings and intersections than the other, and is generally the case with these roads, except for Road 5 where there is a short section where dwellings on the west side have their vehicle crossings across the cycle path. This can be a safety issue as drivers reversing out of lots may not check in both directions on the two-directional off-road cycleway for approaching cyclists.

The side road intersections between Road 5 and Roads 13, 14, and 15 appear to be very closely spaced. This can result in increased crash risk where drivers turning in and out of one intersection conflict with turning drivers at adjacent intersections. The same issue appears on Road 17 at the Road 24 and 25 intersections.

[Delmore to review and advise further.](#)

20. Long Sections

- The Road 1 long-section shows vertical crest curves on Road 1 with K-values of 7 and 2.5 near the NoR6 and Russel Rd ends of the road respectively. Austroads Guide to Road Design Part 4A Table 3.1 indicates a minimum K-value of 13.8 for a 50km/h design speed to achieve approach sight distance (ASD). This impacts the ability of drivers to see that they are approaching an intersection and see the layout in time to stop safely. Ref Drawing 3725-1-3100-Rev F.
- Drawing 3725-2AB-3100-Rev F shows a crest curve with a K value of 3.5 and a sag curve with a K value of 0.97 on the Road 5 long-section. This is well below both Austroads and TDM minimum for vertical curves.
- Drawing 3725-2AB-3100-Rev F shows crest curves with a K value of 4 and 5 on the Road 5 long-section. This is well below both Austroads and TDM minimum for vertical curves. This drawing also shows a change in gradient without a vertical curve near chainage 30.
- The drawings should be updated to show side road intersection locations on the long-sections and chainages on the plan view drawings. I want to be able to check that the new intersections are not in a place where a crest curve will restrict driver sight lines and cause a road safety problem.
- There is a section of Road 17 on the long-section on Drawing 3725-2AB-3100-Rev F between chainage 180 and 400 with a gradient of 12.5%. This long-section of very steep road will deter walking and cycling as travel modes and will require a departure from standards at EPA stage. Localised reductions of grade at those key points may reduce the problems and enable engineering approval.

[Delmore to review and advise further.](#)



Memorandum

21. JOAL 13

It is not clear what is proposed at the NoR6 / JOAL 13 vehicle crossing. It appears to have been designed as an intersection rather than a standard vehicle crossing, and this is not appropriate. The NoR6 end of JOAL13 should become active modes only and all vehicle access to JOAL13 is from Road 5.

[Delmore to review and advise further.](#)

22. Road 6

Road 6 / NoR6 Road south intersection should be left-in/left-out only to minimise right turn movements on NoR6.

[Delmore to review and advise further.](#)

23. JOAL 1

The eastern JOAL1 / NoR6 Road connection should also be closed off to vehicles and made active modes only. The north side of the roundabout should be used to provide a connection to Ara Hills and JOAL1 is connected to a local road instead of the NoR6 Road.

[Delmore to review and advise further.](#)

24. JOAL 3

JOAL 3 should connect to Road 1, not the NOR6 road. The location shown on the drawings is too close to the roundabout.

[Delmore to review and advise further.](#)

25. Bus Tracking required

The carriageways on the collector roads (Roads 1, 5, and 17) are shown as 3.5m wide. This is sufficient for a bus route on straight sections, but more space may be needed on horizontal curves to allow buses from opposite directions to pass each other. Vehicle tracking should be undertaken by the applicant for Road 5 in particular to confirm that no additional land needs to be vested to accommodate space for lane widening for bus tracking.

AT supports roundabouts as proposed at the collector-collector and collector-arterial road intersections. This is a significant improvement for safety at these intersections. AT would like confirmation that the following roundabouts are suitable for a bus to make a U-turn movement:

- NOR 6 / Road 1
- NOR 6 / Road 5
- Road 17 / Road 5.



Memorandum

Delmore to review and advise further.

26. Vehicle Tracking Required

Please provide vehicle tracking drawings for all intersections and horizontal curves. Driver sight distance checks should be provided for all intersections and JOALS. The following locations appear to have potential problems (this is not intended to limit the number of locations which need to be checked):

- JOAL37/Road 4 south vehicle crossing.
- JOAL9/Road 1 south vehicle crossing.
- JOAL11/Road 1 vehicle crossing.
- JOAL27/Road 5 vehicle crossing.
- Road 22 / Road 26 intersection.

Delmore to review and advise further.

25. Comments on potential bus stop locations

In respect to bus stops for Stage 1, the following pairs should be investigated:

- On Grand Drive (NOR 6) as near as possible to the Road 1 roundabout. The westbound stop needs to be east of the roundabout so that buses can U-turn at the roundabout. The eastbound bus could be either side of the roundabout as one bus stop is sufficient until such time that Grand Drive is extended further westward.
- On Grand Drive (NOR 6) as near as possible to the Road 2

In respect to bus stops for Stage 2, the following pairs should be investigated:

- On Road 5 between Road 7 and Grand Drive
- On Road 5 near Road 13 and Road 14
- Either near the roundabout on Road 17 or on Road 17 near Road 21.
- On Road 17 near Road 25.

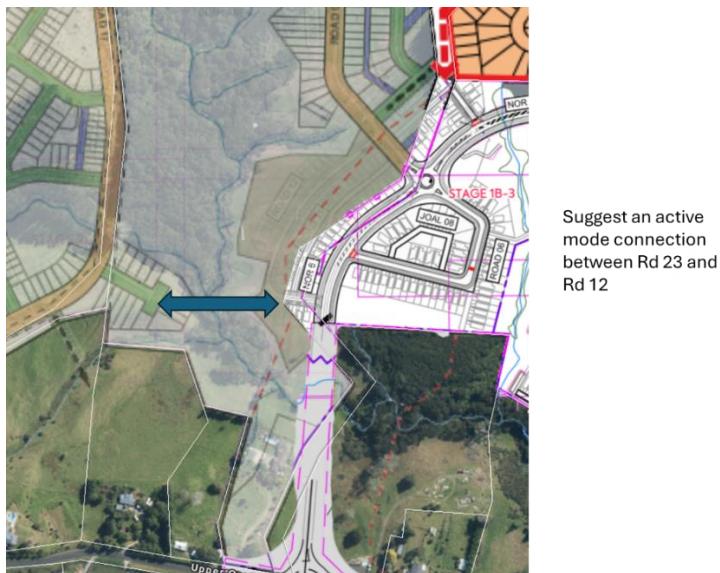
The bus stops need to have the space and foundations for having a bus shelter.

Delmore to review and advise further.

26. Active Mode connecting stage 1 and 2.

Consider as part of stage 2 a new active mode connection to connect stage 1 and stage 2 areas as per below.

Memorandum



Delmore advised that they are open to providing this link, but Council ecology specialists are opposed. AT would like this to be reviewed by Delmore. The area is not a SEA and without the active mode link the development will become car centric with no links to NoR6 which is likely a bus route.

27. Acoustic Insulation

Acoustic insulation is needed adjacent NoR6 to mitigate road traffic noise. A condition should be imposed ensuring that future developments and alterations to any existing buildings mitigate potential road traffic noise effects on activities sensitive to noise from the proposed arterial NoR6.

Delmore to review and advise further.

Transport Design Manual

The [Transport Design Manual \(TDM\)](#) sets out the engineering design requirements for works within the transport corridor. Please note, any future works within an AT transport corridor, or land to vest with AT will need to be designed to comply with the TDM. Design which cannot be executed in accordance with the TDM will require a Departure from Standards which is at the discretion of AT to approve.

Information Required at Resource Consent Stage

The above matters outlined within the Initial Matters section above, and those matters outlined in the Transport Memo relating to the preliminary Pre-Application meeting held on 28 October



Memorandum

2025, need to be addressed within the resource consent application drawings, transport impact assessment and supporting documentation.

Other Approvals Required

- **Road stopping application. All the information on road stopping and how to make an application is on our website at this link: <https://at.govt.nz/about-us/working-on-the-road/road-processes-for-property-owners/changing-the-legal-status-of-a-road>**
- Section 176 or 178 of the Resource Management Act (1991)

The applicant is advised that written approval from Auckland Transport pursuant to Section 176 (or Section 178) of the Resource Management Act 1991 will be required prior to any work commencing within the designation (or Notice of Requirement) area. The attached deposit slip and application for written consent can be found at: <https://at.govt.nz/about-us/working-on-the-road/road-processes-for-property-owners/consent-for-works-in-an-at-designation/> and sent to AucklandTransportPlanningTeam@at.govt.nz

The relevant information for submitting your s176 (or s178) application is contained in this link: <https://at.govt.nz/about-us/working-on-the-road/road-processes-for-property-owners/consent-for-works-in-an-at-designation/>

Please note that no works associated within this development located within NoR6 can be commenced without AT's written approval pursuant to s176 (or 178). Matters considered as part of AT's s176 (or s178) written consent process is different from that of a resource consent.

Recommendations/Advice

A further pre-application meeting should be held to discuss transport matters and stormwater ahead of lodging the Resource Consent.

A separate Stormwater meeting has been scheduled for Thursday 27 November with the transport matters to be discussed in a further meeting likely to be scheduled for the second week of December.

An application for road stopping should be lodged and approved prior to resource consent lodgement.

Important note to Auckland Council:

The views expressed by AT specialists within a preapplication are the preliminary views, made in good faith, on the applicant's proposal. Not all specialists may have reviewed this proposal, nor has any specialist conducted a precise review for design and standards compliance. We reserve the right to change and/or add to our comments in the future. The views stated in this document are to be taken as high level and used for guidance only.

From: [REDACTED]
To: [REDACTED]
Subject: FW: Delmore - second application
Date: Wednesday, 19 November 2025 2:36:13 pm
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

You don't often get email from [REDACTED]. [Learn why this is important](#)

And again!

[REDACTED] | Barrister
MILLS LANE CHAMBERS

[REDACTED]
Level 27, 125 Queen Street, Auckland, 1010
PO Box 537, Shortland Street, Auckland 1140



From: [REDACTED]
Sent: Tuesday, 18 November 2025 7:48 PM
To: fasttrackapplicationenquiries@doc.govt.nz
Subject: FW: Delmore - second application

Good evening

Please see below initial email to [REDACTED] who as point of contact for the first Delmore application (withdrawn). Can you please provide a response or direct me to the correct person to discuss the project with.

Kind regards

[REDACTED]

[REDACTED] | Barrister
MILLS LANE CHAMBERS

[REDACTED]
Level 27, 125 Queen Street, Auckland, 1010
PO Box 537, Shortland Street, Auckland 1140



From: [REDACTED]
Sent: Tuesday, 18 November 2025 4:25 PM
To: [REDACTED]
Subject: RE: Delmore - second application

Hi [REDACTED]

I'm not working with the fast-track team any more.

They have asked that you contact them at fasttrackapplicationenquiries@doc.govt.nz, and complete the new customer form on this page: [Fast-track and DOC: Permissions](#)

Our cost-recovery policy for fast-track work is also on that page.

Ngā mihi

[REDACTED]

[REDACTED] [REDACTED]

Senior National RM Advisor | Kaitohu Matua ā Motu - Penapena Rawa
Napier | Ahuriri

[REDACTED]

From: [REDACTED]
Sent: Tuesday, 18 November 2025 10:32 am
To: [REDACTED]
Subject: Delmore - second application
Importance: High

In confidence

Kia ora [REDACTED]

I hope all is well with you. Further to DOC's involvement in the first Delmore application, which was ultimately withdrawn, Vineway Ltd is now making progress preparing its new fast-track application. The changes to the master-plan are at a stage I can share with you and I have attached an amended plan here. This is a conceptual document, highlighting the key differences in the overall design of the development between the first application and the second application. There may be further changes to respond to input from experts and from consultation.

Vineway has also gone back through the responses it provided to the recommendations in your correspondence on the first fast-track application, and confirms that all of the conditions / management measures in that response will still be adopted this time round. I have also attached that correspondence for easy reference.

I also note that there are a few changes that may be particularly of interest:

1. Walkways that were proposed through existing areas of native vegetation within the site have been removed because of concerns raised by Auckland Council's ecology team. However, walkways are still proposed throughout the site and up towards the Nukumea Reserve, they will just be located in areas that are not currently vegetated, or where the track will be constructed and vegetation planted at the same time (an example of this is the track in the south eastern corner of the site).

2. Vineway Ltd is now proposing an adaptive management condition for earthworks. This requires progressive monitoring as earthworks are undertaken and puts restrictions on the extent of earthworks undertaken at a given time. This is intended to provide another, precautionary measure for controlling sediment. Vineway Ltd has also engaged Morphum Ltd to undertake a geomorphic risk assessment. This has looked at the potential for the streams to move horizontally and vertically overtime to determine if earthworks or houses need to be set further back from waterways or if different structural measures are needed. This assessment has confirmed that all set backs are suitable and has seen some changes to the nature of the retaining walls along small number of waterways. This has been undertaken to take a precautionary approach to protecting stream health and to ensuring the development is resilient
3. A fauna management plan is still required as a condition of consent and the same cautious approach will be taken. However, surveys are being undertaken this summer as opposed to be required as a per-construction condition.
4. A draft landscape and planting plan specific to the site is being prepared and will be lodged as part of the second application.

If you would like any further information after reviewing the above overview and the attached masterplan please let me know.

If you could also please let me know as soon as possible if you have any further comments / recommendations or would like to visit the site that would be much appreciated. I note for completeness that DOC is being contacted as a neighbouring land owner, not as a responsible agency, as a wild life permit will not be sought as part of the application and Vineway is continuing to work with DOC directly on freshwater fishery approvals (there is a meeting scheduled with your colleagues in a few weeks time to discuss that application).

Kind regards

[REDACTED] | Barrister
MILLS LANE CHAMBERS

[REDACTED]
Level 27, 125 Queen Street, Auckland, 1010
PO Box 537, Shortland Street, Auckland 1140



[REDACTED] | Barrister
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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: Delmore residential development - second fast track application - archaeology
Date: Wednesday, 5 November 2025 6:00:44 am

Thanks for the update [REDACTED]

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From: [REDACTED]
Sent: Tuesday, November 4, 2025 4:46:24 PM
To: [REDACTED]
Cc: [REDACTED]

Subject: Fw: Delmore residential development - second fast track application - archaeology

Kia ora [REDACTED],

I am writing to inform you that a second application for the Delmore residential development is currently being prepared, and this will include updating of the archaeological assessment report and archaeological management plan from the first application. I will send the updated report and AMP for your review once the revised plans have been finalised and we can schedule a pre-application meeting if required.

In the meantime, please do not hesitate to contact me if you have any queries regarding the application.

Kind Regards

[REDACTED]

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Delamore - NZTA
Date: Monday, 8 December 2025 8:24:17 pm
Attachments: [image479824.png](#)

Hi [REDACTED]

Thank you again for your time last week to discuss the Delamore project and matters relating to the downstream culvert.

I have summarised our discussion below and highlighted NZTA's key concern:

- NZTA's primary concern is the potential risk of blockage at the downstream culvert. It was acknowledged by all parties that this risk will be significantly reduced as the site transitions from forestry operations to residential development.
- As requested, I have included a plot illustrating the modelled flood levels for the various scenarios. These results are summarised in **Table 1** below.
- It is important to note that the culvert inlet level is 7.25mRL, while the existing motorway is at approximately 27mRL.
- The table shows that even under a full blockage scenario, there remains approximately 5.5m of freeboard to the motorway.
- For the 100-year event, the pre-development flood level is higher than the post-development level. This is due to the proposed culverts providing attenuation in the post-development scenario, reducing downstream flood elevations. These culverts will, however, pass smaller events/ flows forward.
- Overall, the results demonstrate that while there are increases in flood levels are considered negligible to less than minor in the context of the culvert and its relationship to the motorway elevation and increased risk to embankment.

Table 1 – Culvert Flood Level summary

	Pre-Development	Post-Development	Difference	Freeboard to Motorway
2yr (3.8°C)	11.40mRL	11.70mRL	300mm	15.3m
5yr (3.8°C)	12.60mRL	13.20mRL	600mm	13.8m
10yr (3.8°C)	13.90mRL	14.20mRL	300mm	12.8m
100yr (3.8°C)	17.10mRL	16.80mRL	-300mm	10.2m
100yr – Blocked (3.8°C)	-	21.50mRL		5.5m

Secondary Inlet

- Based on the McKenzie modelling and the significant reduction in blockage risk associated with the change in land use from forestry to residential, our view is that a

secondary inlet is not required.

- Rather than providing a secondary inlet, we propose managing this risk through active maintenance and monitoring of the culvert.

The proposed management approach includes:

- A consent condition requiring a management plan to address potential blockage from any residual slash / debris.
- This plan would remain in place until the development is fully built out, and the site is stabilised. Once developed, the blockage risk is expected to be substantially lower; however, we acknowledge some level of temporary risk during construction which will be managed through the management plan.

Could you please confirm whether NZTA would be satisfied with a consent condition requiring a management and monitoring plan - prepared to NZTA's approval - to manage blockage risk until full build-out and site stabilisation?



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Minutes

Project: Delmore

Date: 27 November 2025

Time: 9am

Location: Online

Attendees: Note, BA meeting record template to ensure consistent approach to all meetings but no BA representative attended this particular meeting

(Draft meeting notes circulated to Auckland Council 4 December 2025. No changes confirmed by [REDACTED]. Final notes circulated 14 December 2025, identical to draft as circulated).

Name	Role/Organisation
[REDACTED]	Vineway (applicant)
[REDACTED]	Vineway (applicant)
[REDACTED]	Mills Lane Chambers (legal counsel for applicant)
[REDACTED]	Berry Simons (legal counsel for applicant)
[REDACTED]	McKenzie & Co (civil engineer for applicant)
[REDACTED]	PPL – Auckland Council
[REDACTED]	Planner – Auckland Council (DCS)
[REDACTED]	PM – Auckland Council
[REDACTED]	GWE Consulting
[REDACTED]	Watercare - Planning
[REDACTED]	Watercare – Water Planning
[REDACTED]	Watercare – Wastewater Planning
[REDACTED]	Watercare – legal counsel

Person	Detail	Action
Introductory points		
[REDACTED]	Will the application be lodged based on all three options?	
[REDACTED]	If option one (connection to public network) was acceptable for both water supply and wastewater, would pursue this option.	
[REDACTED]	There is a separate application going through the resource consenting process for water supply to ensure the infrastructure is viable for both options. In terms of wastewater, will have conditions that provides for the final decision to be made down the track with evidence in the application supporting the different options (which was the	

	same as the original application). Noting that the third option is only for stage 1 to manage the way in which construction rolls out.	
■	The information provided during the meeting is a high-level summary and Watercare (WC) will provide further information after the meeting. WC position has not changed since original application as Delmore is sitting on FUZ land and timed for 2050. WC does not provide connections within FUZ.	
■	The applicant has a difference of view on the legitimacy of banking capacity within the FUZ and regarding the FDS. Applicant understands and notes WC policy position but wants to understand the practical capacity available.	

Wastewater points

■	<p>Notes will send written response to the applicant's requested information sheet after the meeting.</p> <p>Item 1(a) Discusses developed areas currently serviced by Army Bay WWTP. Areas not developed are guided by the timing set out in FDS to see when they are planned for release. Utilises GIS viewer and responses are formed around this.</p> <p>Item 1(b) 25,578 properties currently serviced by plant. Of that, 1,277 are commercial.</p> <p>Item 1(c) Analysis of and assumptions on estimated timing for development on areas not developed is per the FDS and timing of development is based on Auckland growth scenario.</p>	■ to send written response to the applicant's requested information.
■	Practically speaking does it make a difference whether an area with a later FUZ FDS date (like the Delmore site) is delivered before an area with an earlier FUZ FDS date? Are there any practical location-based constraints?	
■	No. The treatment plant does not care where comes from, just cares that it comes to the plant.	
■	Requested confirmation that from a physical infrastructure perspective, wastewater could be coming from Delmore or somewhere else in the serviced area and this would not impact the treatment plant infrastructure?	
■	Yes. Wastewater could be coming from anywhere, for example from the Rosedale catchment, or elsewhere.	
■	But we may end up with capacity constraints as the area if development that was timed for earlier delivery comes forward too or is delivered.	
■	If the physical treatment infrastructure is not impacted by where the wastewater is coming from within the service area	

	why is WC opposed to delivering wastewater to a project that is here and now? It does not affect its infrastructure.	
■	WC position is directed by the Council group, and Mayor – this is a question for Auckland Council. Noted, that Council considers that if development is brought forward then infrastructure may need to be brought forward too.	
■	Item 1(d) WC does not assess at property level to assess flows broadly. WC looks at the number of properties and applies standards based on current practice.	
■	Item 1(f) WC is committed to remaining behind the 13,500m ³ per day as this is a requirement for the discharge consent for that site.	
■	Will supply material and maps per item 2(a) and (b) and (d). Item 2(c) assumptions are based on the timing from the FDS. Item 2(e) the stage 1 upgrade takes this to 22,500m ³ .	■ to supply material and maps as part of response to the applicant's requested information.
■	The public messaging has been that timing for stage 1 Army Bay upgrade is looking at 2031, is this still on track?	
■	Yes. Exploring opportunities to create additional capacity before then. A public update will be provided shortly. Progressing demonstration at smaller scale, delivered over 18 months. Depending on how the tech performs in demonstration, could possibly release more than the 2031 date but no commitment there, overall upgrade still on track for 2031.	
■	In terms of network capacity are there any issues from that perspective putting aside treatment plant?	
■	Haven't seen personally. From bulk conveyance perspective, have upgrades from Stanmore Bay to wastewater treatment plant to enable growth across catchment, which will be staged as well. There is the second upgrade, network from pump station from Orewa to Stanmore Bay necessary for growth at the Peninsula. Pump station upgrades further where there is programme of upgrade work outside of what's happening at plant over 10-15 years. Necessary for growth long term as the same for upgrades for plant. The delivery of upgrades staged so gradually increase capacity over network over time.	
■	The 22,500m ³ - will this be delivered on time due to upstream constraints?	

■	It will be delivered on time. It will take the plant further but also need to update other aspects as well. Do not need capacity in the network right away.	
■	With the 22,500m3 discharge volumes with the Stage 1 upgrade to Army Bay if Delmore is connecting in 2031 after those upgrades do you agree that from a practical standpoint there would be capacity?	
■	Yes, there would be capacity. Noted, that this is the case if looking just at the individual development and not taking other matters like FDS dates into account.	

Water supply points

■	Item 3(a) current area of service is Silverdale, north up to Hatfields Beach to Waiwera, all of the Peninsula, and smaller area west of the motorway, in Milldale. Item 3(b) planning is to the Auckland Council growth scenario. Item 3(h) it is hard to provide the number of properties being serviced. Need to do a more detailed analysis as it is difficult when looking at individual properties. Item 3(c) this answer is lumped in with the question around associated capacity.	Written response to all points also to be provided as part of response to the applicant's requested information.
■	Item 4(a) the estimated timing is published publicly. Orewa 3 is anticipated completion 2038. This is dependent on North Harbour 2, which is further progressed, and works are underway at various stages. Current anticipated completion date is 2034. Item 4(b) future capacity and timing of Orewa 3 and North Harbour 2 was designed in line with FDS timing. There is sufficient capacity to cover everything zoned 2050+ once the two projects are complete.	
■	Even if the 2050 FDS date is considered to determine when a project can access capacity in the public system, is it correct that there is capacity from 2038 onwards following the completion of the two projects?	
■	Yes, that is correct. If both of those projects are complete by 2038, additional capacity will be gained from that infrastructure being built. This will cater for all developments 2050+ and potentially beyond.	
■	Item 4(c) the relevant planning documents that capture this information are the business plan and asset management plan which are publicly available. As to interdependencies, Orewa 3 relies on North Harbour 2 which have different staging times.	■ to provide maps as part of response to the applicant's requested information.

	<p>Item 4(d) the Orewa 3 transmission pipeline is not built yet. Planned to service the Dairy Flat FUZ areas. There is a map that best articulates this, and the sub-points regarding developed and undeveloped land covered in the map. Maps to be provided after the meeting.</p> <p>Item 4(e) refers to previous statement on Auckland Council growth scenario.</p> <p>Preliminary findings showing remaining capacity in Orewa 1 and 2 should take us beyond the completion date of Orewa 3.</p>	
■	Will you be able to share that with us?	
■	Not currently in a format which is shareable but can hopefully share how they have worked through remaining capacity numbers as it relates to Orewa 3. Gets complex and hard to describe for what growth from now until 2038 might look like. If we get out of sequence growth, the assumptions may not be as reliable for growth up until 2038.	
■	If this extends beyond Orewa 3 coming live, is there spare capacity beyond zoned land?	
■	The constraint more moves to the capacity in North Harbour 1. North Harbour 1 supplies all water through Orewa 1 and 2, if we run out of spare capacity there then we cannot supply. Even if there is capacity in Orewa 1 and 2, if we cannot get water there then it is not useful. The primary constraint is getting enough water to this part of Auckland (North Harbour 1). Anticipated to be resolved by 2034.	
■	Assuming the constraint by 2034, is there spare capacity outside the zoned area?	
■	Yes. Once the North Harbour 2 is complete we anticipate that there will be some additional capacity remaining in Orewa 1 and 2 to get through until Orewa 3 is complete.	
■	Putting the zoning and FDS considerations to one side, and looking at the practical capacity that is currently available in the water supply network, if Delmore sought to connect Stage 1 houses in a few years, it sounds like practically there is capacity available to service the development. Is that correct?	
■	<p>Yes, there technically there would be capacity to service the development then. WC would not run out of water if it serviced the development.</p> <p>Noted (like ■ that this is the case if looking just at the individual development and not taking other matters like FDS dates into account.</p>	

General points

■	Item 5 – as this is not an official LGOIMA they will not be providing that information unless officially requested.	
■	Will take instructions and come back to WC. Would like to know if there are any fees associated with this but will make a note of this when confirming via email.	Vineway to confirm LGOIMA request with ■
■	Agenda item 4 - wastewater field proposed management & back-up reserve field details. Has not seen detail on what is proposed for wastewater field / irrigation field and infiltration.	
■	This detail was provided for specific areas in the last application. Have discussed with the ecology team and are further considering this.	
■	While there is an irrigation field, is there a requirement to have a reserve area as well?	
■	Vineway's technical advice it is a combination of an irrigation field and an infiltration trench which sits south of the treatment plant site. The discharge is split with the majority going to infiltration trench and not the irrigation field. There are percentage allocations between Viridis and Apex teams, as well as terrestrial input. From applicant side, there is no recommendation for backup or reserve as there is significant holding take capacity in holding plant as well.	
■	When final design comes through, if the main field goes wrong what will happen then? Is there a back-up plan?	
■	It is helpful to look at onsite options. Understand that WC has strong views on on-site options, especially with receiving a portion of the treated water. WC has however been comfortable taking treated water from other developments, neighbouring ones, drinking water standards. Directing question to whether ■ has any further comment on this? E.g. in the context of Rosedale.	
■	WC's position has not changed on this.	
■	Why is this the case?	
■	WC does not support any more tankering.	
■	Even from treated wastewater product which is significantly higher quality?	
■	Position has not changed.	
■	This is a practical issue as they have significant challenges managing tankering into Rosedale. There is a burden for the team on site. It is already busy and do not want to increase tankering at this point in time as cannot practically support.	

	Also references history that came before this position. Grounded in poor outcomes for WC communities and developers, as well as with tankering arrangements. Here, the effluent quality is not a consideration, rather it's the practicalities as seen before with previous issues.	
■	Is there any further detail the applicant wanted to provide with untreated wastewater from site?	
■	Applicant working with Apex to determine ways to run system to reduce number of vehicles. Can look at providing those is draft form, which is evidence based and driven by transport experts. Traffic effects are negligible from the information provided. Noting that if the applicant is transporting drinking water, the hazardous substances risk is not an issue. Working with WWLA to make sure all aspects are managed.	
■	Is it still the applicant's intention to look at potential individual tanks for each unit?	
■	Applicant is still proposing on site water tanks for stage 2. Noted there he has a couple of questions regarding connections from the site to transmission infrastructure before lodging and will look to organise a discussion with WC about this.	■ to contact ■ to organise meeting.
■	Can co-ordinate with ■'s team. Noted that very busy at this time of the year.	

12 December 2025

Planning & Resource Consents – Premium Unit
Auckland Council



Dear [REDACTED],

Delmore Fast-track Application v2
88 Upper Orewa Road, Upper Orewa 0992

Introduction

Vineway Limited (“Applicant”) sent a list of questions to Auckland Council who sent them to Watercare on 12th November 2025. Watercare have been working on answering the questions and talked them through with the Applicant at the pre-application meeting held on the 27th November 2025.

Watercare’s written response to the questions is provided below.

Watercare notes that in line with the comments provided to the Delmore Fast-Track Application v1, the following pre-requisites are identified as being required to enable servicing of the Upper Ōrewa Future Urban Area, including the Application Site:

- The Orewa 3 Watermain scheme (transmission watermain, reservoir and pump station) which is currently anticipated to be completed by 2038 and is dependent on the completion of the North Harbour 2 (NH2) watermain;
- The NH2 watermain, currently anticipated to be completed by 2034;
- Army Bay WWTP Stage 2 Upgrade, currently anticipated to be delivered in line with the FDS timing of 2050+;
- Orewa to Stanmore Wastewater Trunk Network Upgrade, currently anticipated to be completed by 2033.

Attachments

Attachment 1 Bulk infrastructure requirements – 2050+ Future Urban Areas, Army Bay Growth Area

Attachment 2 Water-3ai

Attachment 3 Water-4d

Questions from Applicant

Wastewater network

1. Existing network:

- a. The area that is currently serviced by the Army Bay WWTP. Including:**
 - Parts of that area that are developed.
 - Parts of that area that are not developed.

This information is publicly available via our GIS viewer. Areas with existing public wastewater pipes and connections are serviced by the Army Bay WWTP. Areas without wastewater pipes are either undeveloped or developed without requiring public wastewater service (e.g., large lots). This data and GIS information can be extracted via our Application Programming Interface (API).

<https://www.arcgis.com/apps/webappviewer/index.html?id=3944a60cbf864b9494087cd39094e114>

- b. Number of properties that are currently being serviced by the Army Bay WWTP, distinguishing between residential and business/industrial if possible.**

The Army Bay WWTP services 25,578 connections, of which 1,277 are commercial.

- c. Analysis of and assumptions on estimated timing for development of land within this area that is not currently developed, including both greenfield and infill areas**

Watercare plans to the Auckland Council's growth scenario (AGSv1.1) and the timing and sequencing set out in the Future Development Strategy (FDS). Please request this information from Auckland Council.

- d. Analysis of estimated wastewater flow from each serviced property.**

Watercare does not have this information.

- e. Existing flow data for wastewater entering the Army Bay WWTP.**

The annual average dry weather flow for the 2024-2025 reporting period was 11,996.69 m³ /day.

- f. Existing flow data for treated wastewater discharged from the Army Bay WWTP.**

Please refer to the answer to question e. above – on average the inflow and outflow are similar

- g. Analysis of ability for the Army Bay WWTP to accept and discharge treated wastewater that meets or exceeds the discharge parameters applying to the Army Bay WWTP.**

We are committed to ensuring that inflows into the Army Bay WWTP remain below the threshold of 13,500m³/d rolling annual average dry weather flow until Stage 1 is completed.

2. Stage 1 upgrade network:

a. All materials relating to the timing of the Stage 1 upgrade to the Army Bay WWTP.

Refer to Attachment 1 “Bulk infrastructure requirements – 2050+ Future Urban Areas, Army Bay Growth Area” document for some of the information.

b. The area that will be serviced by the Army Bay WWTP after the Stage 1 upgrade. Please include any maps, plans, or GIS datasets showing the areas described, as well as associated capacity or infrastructure data layers.

This is any live zoned land or future urban land timed for release in 2030+ or 2035+ under the FDS.

c. Analysis of and assumptions on estimated timing for development of land within this area that is not currently developed.

Watercare plans to Auckland Council’s growth scenario (AGSv1.1) and the timing and sequencing set out in the FDS. Please request this information from Auckland Council.

d. Total wastewater flow the Army Bay WWTP will be able to receive after the Stage 1 upgrade.

e. Total allowable discharge of treated wastewater after the Stage 1 upgrade.

For answers to both d and e, see below snippet from our resource consent.

Table 4: Treated Wastewater Discharge Volumes from the Staged Upgrades to the Army Bay WWTP.

Flow Type	Stage 1	Stage 2	Stage 3
Average Dry Weather Flow	22,500 m ³ /d	31,500 m ³ /d	42,410 m ³ /d
Peak Dry Weather Flow	65,400 m ³ /d	92,000 m ³ /d	129,000 m ³ /d
Maximum Instantaneous Flow (Peak Wet Weather Flow)	1,010 L/s	1,417 L/s	1,964 L/s

Water supply

3. Existing network:

- a. The area that is currently serviced by the Orewa 1 and Orewa 2 transmission pipeline. Including:**
 - **Parts of the area that are developed.** Refer to Attachment 2 “Water-3ai”.
 - **Parts of the area that are undeveloped.** Please refer to the answer for question 1a above.
- b. Analysis of and assumptions on estimated timing for development of land within this area that is not currently developed, including both greenfield and infill areas.**

Watercare plans to Auckland Councils growth scenario (AGSv1.1) and the timing and sequencing set out in the FDS. Please request this information from Auckland Council.

- c. The number of properties being serviced within this area distinguishing between residential and business/industrial if possible.**

This information is not available without detailed analysis. If the Applicant would like Watercare to undertake this analysis then we will need to engage a consultant at the cost of the Applicant. Please advise if you would like this to be done.

- d. Analysis of and assumptions of water use by each serviced property. Please include any maps, plans, or GIS datasets showing the areas described, as well as associated capacity or infrastructure data layers**

Refer to Watercare’s Code of Practice for water demand assumptions.

4. Future network with the Orewa 3 transmission and North Harbour 2 pipelines

a. Estimated timing of these upgrades.

Refer to Attachment 1 “Bulk infrastructure requirements – 2050+ Future Urban Areas, Army Bay Growth Area” document. Orewa 3 Watermain Scheme (transmission watermain, reservoir and pump station) is currently anticipated to be completed by 2038 but is dependent on NH2. The NH2 watermain, currently anticipated to be completed by 2034.

b. The future capacity and timing of

- Orewa 3 pipeline construction,**
- North Harbour 2 pipeline,**

Orewa 3 and NH2 will be designed to support live zoned areas and all FDS areas, including those timed for 2050+.

- c. **Any capacity modelling or strategic planning documents relating to the Orewa 3 and North Harbour 2 pipelines. Any interdependencies (e.g. upgrades to reservoirs or pump stations that enable full operation of Orewa 3).**

Please refer to Watercare's Business Plan and Watercare's Asset Management Plan. Both of which are publicly available.

- d. **The area currently serviced by the Orewa 3 transmission pipeline. Including:**

Orewa 3 watermain not in service, completion estimated for 2038.

Orewa 3 proposed service area planned for Dairy Flat FUZ areas and the areas serviced by the Maire Road Reservoir (live zone). Please refer to Attachment 3 "Water-4d".

- **Parts of the area that are developed.**
- **Parts of the area that are undeveloped.**

Orewa 3 watermain not in service, completion estimated for 2038.

Please include any maps, plans, or GIS datasets showing the areas described, as well as associated capacity or infrastructure data layers

Data layers are available on Watercare public GIS viewer, please refer to the link in the answer to question 1a.

- e. **Analysis of and assumptions on estimated timing for development of land within this area that is not currently developed.**

Watercare plans to Auckland Councils growth scenario (AGSv1.1) and the Future Development Strategy timing and sequencing. Please request this information from Auckland Council.

Delmore fast-track application

- 5. **All internal Watercare Services Ltd correspondence, memoranda, filenotes, reports, advice, and other documents relating to the Delmore fast-track application.**
- 6. **Any external reports or advice or other documents provided to Watercare Services Ltd about the Delmore fast-track project.**

This has now been confirmed as an official LGOMIA and will go through that process.

Locality Map

Scale: 1:1,200,000

Auckland


Legend

Transmission OP

HBC Supply Area

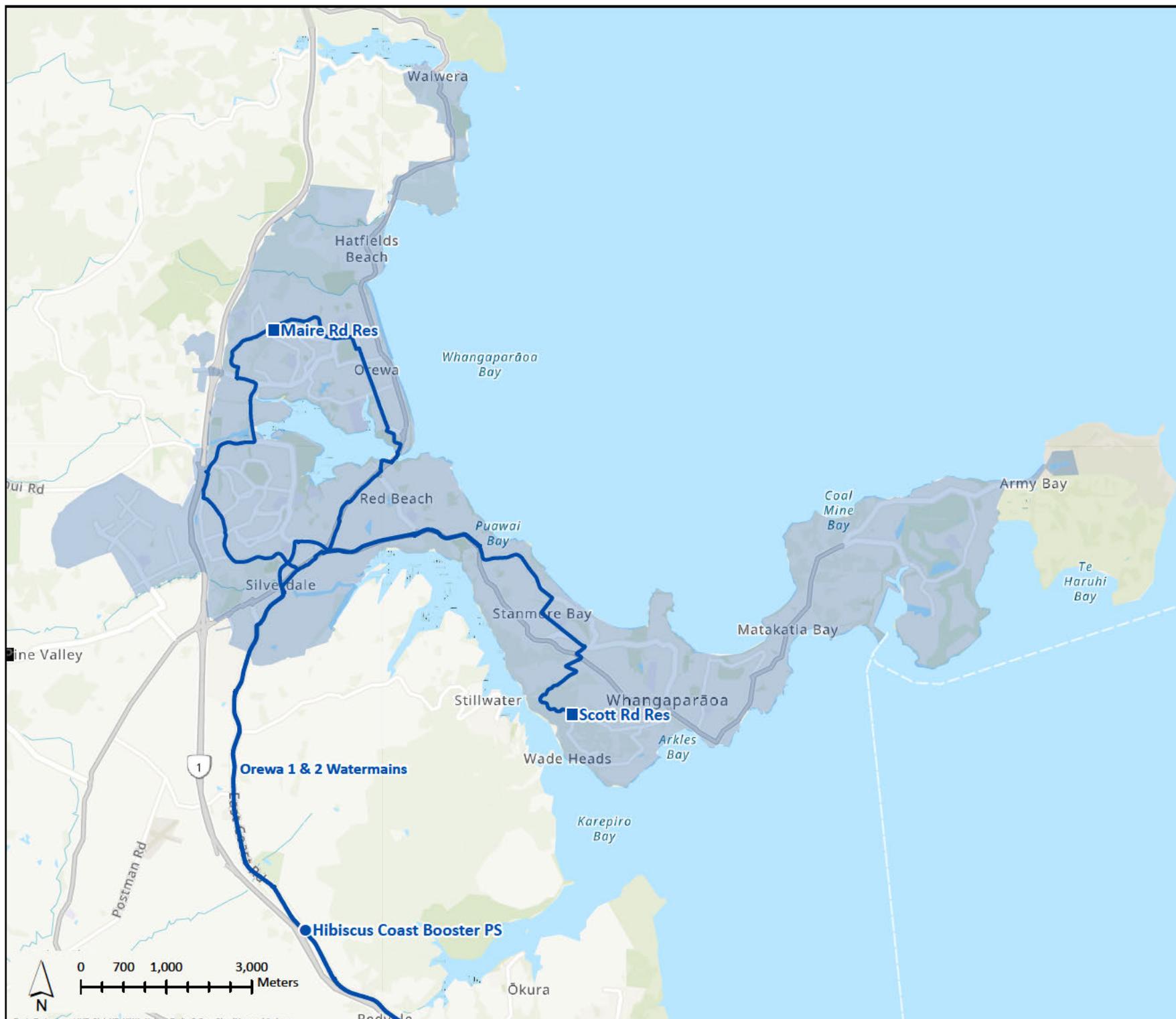
Hibiscus Coast Development Area
Orewa 1 & 2 Supply Areas

Scale: 1:83,000

26/11/2025

Projection: NZGD 2000

Paper Size: A4



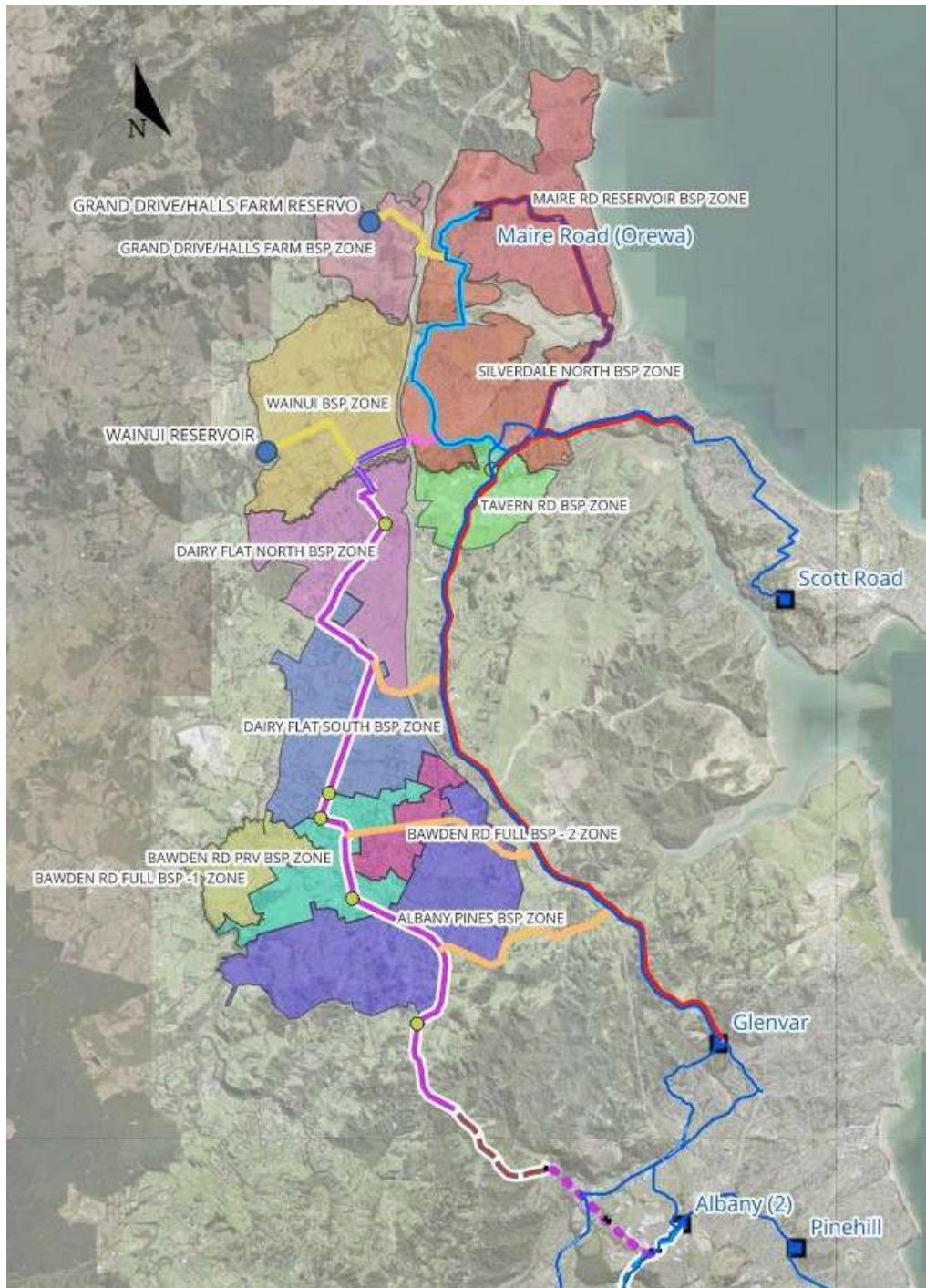


Figure 6 Supply zones

MEETING MINUTES

Project:	3725 – Delmore
Meeting No:	01
Date :	16-12-2025
Time:	1300-1330
Location:	Online / Teams

No.	Item	Action	Date
1.	<p>Intro & Purpose of Meeting</p> <ul style="list-style-type: none"> Putting aside the policy of enabling development in accordance with FDS, and transmission infrastructure, can the network infrastructure support the Delmore Development, if developed in 2027/2028 for example. 		
2.	<p>Wastewater</p> <ul style="list-style-type: none"> Mckenzie & Co calculations indicate that there are 2x pipes that exceeded 3m/s velocity CoP limit for Peak Wet Weather Flow when doing a capacity assessment of the down stream network. <ul style="list-style-type: none"> 1x under Motorway (315 PE). 1x near Syd Grant Crescent SW Pond (782 Conc.). Velocities appear to be around 3.3m/s, ie 10% excess. Calculations include additional lots from the Ara Hills Private Plan Change 119. 		

	<ul style="list-style-type: none"> • There are no capacity concerns for the downstream network. • WSL indicated that a detailed assessment for potential failures (hydraulic, etc) would need to occur and if there was an appropriate mitigation for the scenario then it could be acceptable. • Acceptance would require dispensation from OPs Team 	
3.	<p>Potable Water</p> <ul style="list-style-type: none"> • According to PC119, the Ara Hills Development needs a reservoir at a trigger of 500 lots. They are rapidly approaching this trigger and as such are in active discussions with Watercare. • WSL indicated that they are in active discussions with Ara Hills. <ul style="list-style-type: none"> ◦ The location of the reservoir hasn't been finalised but will be broadly located at the highpoint within the Ara Hills Development on the western side adjacent to the existing paper road across from Delmore's Stage 2A-2.  <ul style="list-style-type: none"> ◦ WSL indicated that they are requesting a piece of land that is large enough for the Ara Hills Reservoir and a future reservoir to service rest of the Grand Drive / Halls Farm BSP Zone, i.e Delmore. ◦ Latest programme shows construction is aimed to begin in Jan 2027 on the Ara Hills Reservoir. Ara Hills are delivering infrastructure. • MKC inquired about Milldale Reservoir and the connection to the south of the area. • WSL indicated the connection is purely for resilience and as of now there is no road to install this connection and there is no timing for this connection. 	

	<p>4. Other</p> <ul style="list-style-type: none">• WSL raise the question of vesting of assets for the development.<ul style="list-style-type: none">◦ MKC indicated that the proposal is to provide on-site servicing, with private networks within the road reserve. The alternative option is to connect to the public network, if agreed by Watercare.◦ As per standard operational requirements, WSL advised that it is ideal for infrastructure to be installed and in the ground for no more than six months prior to vesting and/or connection.◦ A new process would need to be developed for vesting after the interim period, this may involve monitors/sensors, inspections, remediation and/or replacements.◦ WSL and MKC agreed that infrastructure such as treatment plants, pumpstations, bores, etc. wouldn't be vested in the future.<td data-bbox="1208 518 1346 1188"></td><td data-bbox="1346 518 1456 1188"></td>		
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Attachment 3



Urban & Environmental

