

Delmore Fast-Track

04/05/2026 – Auckland Council Response

Annexure 30:

Rodney Local Board

Local Board Feedback Template – Fast-track Approvals Act 2024

Project Name:

Delmore Fast Track Development

Location:

88,

130 and 132 Upper Orewa Road and 53A, 53B and 55 Russell Road, Ōrewa

Date:

8 April 2026

Prepared by:

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1. Context – About Fast-track Applications

The Fast-track Approvals Act 2024 (FTAA) provides a streamlined consenting process for projects deemed to have significant regional or national benefit. Decisions are made by an appointed **Expert Panel**, with no public notification and limited avenues for appeal.

It is important to note:

- The Local Board does **not have a formal decision-making role**, but can provide **local insights** on community impacts, transport, open space, mana whenua engagement, and infrastructure alignment.
 - There is **no requirement for applicants to respond to Local Board feedback**, but it can be considered by the Expert Panel.
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2. Local Board Feedback

Rodney Local Board and Auckland Council Perspective

Delmore Fast-Track Development

The Rodney Local Board acknowledges the need to increase housing supply across Auckland; however, the proposed Delmore fast-track development raises significant concerns regarding sequencing, infrastructure capacity, environmental risk, and long-term financial liability for Auckland Council and ratepayers.

The proposal seeks approval for a large-scale greenfield development of approximately **109 hectares, delivering up to 1,213 dwellings, commercial areas, transport infrastructure, and on-site wastewater and water systems**. While the scale of development may contribute to housing supply, it is inconsistent with planned growth sequencing under the Auckland Future Development Strategy, which identifies this area for development significantly later. Advancing development ahead of planned infrastructure risks placing pressure on already constrained transport, water, and community services.

Transport capacity remains a primary concern. The Hibiscus Coast corridor and State Highway 1 between Orewa and Albany already experience significant congestion, and existing park-and-ride facilities are at or near capacity. Although the proposal includes delivery of part of the NoR6 arterial route, there is no committed funding for wider network completion, and public transport infrastructure, including rapid transit extension to Milldale, remains unfunded. Without these strategic investments, development may worsen congestion and reduce accessibility for existing communities.

Infrastructure servicing also presents risks. The proposal relies on **on-site water supply and wastewater treatment due to limited network capacity**, with future connection contingent on upgrades. The Rodney Local Board considers that reliance on interim servicing solutions creates environmental uncertainty and may transfer future upgrade costs or risks to council. Development should instead align with confirmed Watercare and infrastructure investment timelines.

The Local Board remains particularly concerned about natural hazard exposure. The site contains **flood plains, overland flow paths, wetlands, and areas of land instability**, which increase the potential for adverse effects during extreme weather events. Recent Auckland storm events have demonstrated the long-term financial and social consequences when development proceeds in high-risk areas. Council must avoid creating future liabilities associated with property buyouts, infrastructure damage, or emergency response costs.

Environmental impacts also require careful consideration. The site includes networks of streams, wetlands, and areas of native vegetation, and large-scale earthworks and hydrological changes may affect downstream receiving environments, including the Orewa River catchment. While mitigation is proposed, the Rodney Local Board supports a precautionary approach, robust monitoring, and strong consent conditions to protect ecological and freshwater values.

If the development proceeds, the Rodney Local Board requests that:

- Full development contributions and targeted levies are applied to fund transport, community facilities, and infrastructure upgrades;
- Land for neighbourhood parks and open space is transferred to council at no cost;
- Interim public transport solutions are funded by the developer;
- Council bears no liability for future natural hazard impacts;
- Robust environmental monitoring and mitigation measures are implemented;
- and

- Development staging aligns with infrastructure delivery.
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3. Conclusion

In summary, the Rodney Local Board supports well-planned growth but considers that the Delmore fast-track proposal is premature. Advancing development ahead of infrastructure and outside strategic planning frameworks risks adverse transport, environmental, and financial outcomes. A coordinated, infrastructure-led approach remains essential to ensure sustainable growth for Rodney and the wider Auckland region.

4. Contact for Further Information

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