

Your Comment on the Delmore application

Please include all the contact details listed below with your comments and indicate whether you can receive further communications from us by email to substantive@fasttrack.govt.nz.

1. Contact Details			
Please ensure that you have authority to comment on the application on behalf of those named on this form.			
Organisation name (if relevant)	New Zealand Transport Agency (NZTA)		
First name	Nicola		
Last name	Foran		
Postal address			
Home phone / Mobile phone		Work phone	
Email (a valid email address enables us to communicate efficiently with you)	environmentalplanning@nzta.govt.nz		

2. We will email you draft conditions of consent for your comment			
☒	I can receive emails and my email address is correct	☐	I cannot receive emails and my postal address is correct

Please provide your comments below, include additional pages as needed.

NZTA thanks the Panel for the invitation to comment on the second substantive application for the Delmore development in Ōrewa, Auckland.

NZTA has drawn on input from qualified and experienced internal staff when putting together its comments. Specifically, input was sought from:

- Priya Thakur: Senior Transport Engineer based in NZTA Auckland Regional Office. Priya has nine years in transport engineering and road safety. She holds a qualification of Master of Engineering Studies (Honours) from the University of Auckland.
- Heather Liew: Senior Safety Engineer based in NZTA Auckland Regional Office. Heather has been employed by NZTA for seven years. She holds a qualification of Bachelor of Civil Engineering and Masters of Transportation Engineering from University of Canterbury.
- Evan Keating: Principal Planner based in the NZTA Auckland Regional Office. Evan has been employed by NZTA in their Environmental Planning team since 2019. He holds a Master of Science in City and Regional Planning from Cardiff University in Wales.

- [UNCLASSIFIED] Shaun Baker. Planner based in the NZTA Auckland Regional Office. Shaun has been employed by NZTA in their Environmental Planning team since 2025. He holds the qualification of Bachelor of Environmental Management at Lincoln University.

The proposal is a residential subdivision that would enable the construction of up to 1,213 residential lots on approximately 109 hectares, the site of the proposal is approximately 1km from State Highway 1 (SH1).

The development is expected to influence traffic volumes at the Grand Drive interchange. Until an arterial road is constructed between Milldale / Wainui Road and the Grand Drive interchange (designation 14108 held by Auckland Transport, formerly referred to as NOR-6), the interchange will remain the primary vehicle access for developments located west of State Highway 1.

There is currently no public transport services connected to the proposed development, and no walking or cycling facilities across SH1 via Grand Drive, noting that a shared path has been conditioned to be constructed as part of the resource consents for the neighbouring Ara Hills development.

NZTA previously provided comments to Auckland Council during the original substantive application for the proposal in May 2025, where it raised concerns about the impacts the proposal may have on NZTA's existing stormwater assets, the flooding resilience of the state highway network, and the effects of increased traffic generation will have on the operation of the Grand Drive interchange.

As noted in Appendix D of the applicant's Flood Management Report, the applicant engaged with NZTA following the withdrawal of the original substantive application in September 2025. The applicant has proposed conditions requiring the consent holder to prepare and submit a Culvert Management and Monitoring Plan to Council for certification (to manage the risk of blockages in NZTA owned culverts), and to consult with NZTA to determine whether further mitigation is necessary, if the plan identifies accelerated scour or erosion. NZTA supports these conditions being included in the Panel's decision if approved.

In the lodged Integrated Transport Assessment (ITA) dated 23 December 2025, it is recognised that the Grand Drive Interchange cannot operate at an acceptable level if all traffic generated by the proposal continues to use the interchange. The ITA therefore relies on an assumed 40% redistribution of traffic once the Upper Ōrewa Road and designation 14108 connections are constructed. However, it is important to note that the benefits of designation 14108 will not be fully realised until the entire corridor is completed, as only 40% of the corridor is proposed to be delivered as part of this development. If these alternative connections are not provided, the modelling in the ITA shows that the eastern roundabout at the Grand Drive Interchange will not be able to operate at an acceptable level.

In the proposed conditions and the ITA, the applicant has proposed to deliver the development in stages, with conditions requiring a connection to Upper Ōrewa Road once 750 dwellings are constructed, and monitoring of trip distribution once 1,425 dwellings are constructed within the Delmore and Ara Hills sites.

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To ensure that the cumulative traffic effects on the Grand Drive Interchange are appropriately managed. NZTA requests that conditions be included in the consent requiring mitigation such as upgrades to the Grand Drive Interchange to be undertaken by the consent holder prior to occupation of dwellings once a specified number of dwellings have been constructed.

The proposed condition wording is as follows noting that NZTA is willing to engage on refinements to this proposed condition(s) through the FTAA application process and reserves the right to comment on the draft conditions which will be provided by the Panel prior to the final decision:

“Prior to the occupation of 750 dwellings within the proposed development site, a vehicle connection to Upper Ōrewa Road must be constructed and operational relative to the specified levels of subdivision or development. The Consent Holder must provide appropriate evidence to the Council confirming that the upgrades are constructed and operational.”

NZTA requests that the following amendment is made to Condition 93 as proposed in the applicant’s proposed conditions (as underlined below):

Once development reaches 1,425 dwellings, and prior to the occupation of more than 1,450 dwellings within the Delmore and Ara Hills sites, the consent holder must:

- (a) *Provide a written report to Council, prepared by a suitably qualified traffic engineer, setting out the following:*
- *Results of a survey outlining the level of traffic generated from the Delmore site using the Grand Drive interchange.*
 - *Results of a survey outlining the level of traffic generated from the Delmore site using the Upper Orewa access (from Road 17).*
 - *Results of consultation with NZ Transport Agency*
 - *Survey and assessment of performance of the Grand Drive / SH1 interchange. This is to determine if the Level of Service (LOS) has reached “E” for any approach.*
 - *If the performance level in Condition 93(a)(iii) is reached at the time of monitoring, an assessment of traffic effects must be provided, setting out the mitigation options, including physical changes at the Grand Drive interchange, travel and traffic demand management options.*
- (b) *Construct the mitigation options as outlined in Condition 93(a)(iv), if ~~recommended~~ requested by Council ~~the written report~~.*

“Advice note: Any upgrades required to the Grand Drive Interchange, as outlined in the recommendations of the written report prepared to Council, will require written approval from NZTA under the Government Roadway Powers Act 1989 prior to construction”.

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In summary, NZTA's position on the substantive application is **neutral**, subject to the conditions that NZTA has requested (as mentioned above) are imposed if consent is to be granted by the Panel.

Thank you for your comments