

To: Gus Finlayson – Barker & Associates Limited

From: Cam Wallace – Barker & Associates Limited

Date: 11 June 2025

Re: Delmore Fast Track Application – Accessibility / Connectivity Analysis

Methodology

Key features and amenities within the Delmore site and surrounding area have been identified to help demonstrate site connectivity and accessibility characteristics in response to questions raised by Auckland Council. Following the identification of particular features – neighbourhood centres / shops, neighbourhood parks, future public transport stops and proposed educational facilities – broad walking catchments tailored to the particular amenity were identified for each proposed lot based on the proposed street / pedestrian network within the Site as well as the planned NoR6 arterial road.

An analysis of the accessibility to each of these amenities is set out below and provided within the attached plan set.

Parks

The proposed plan has been amended to include an additional neighbourhood park in Stage 1 of the development. This has resulted in 99% of lots being located within an 800m / 10-minute walking catchment of at least one neighbourhood park with the furthest distance to any lot calculated at approximately 860m. In addition, a number of lots will have proximate access to other open spaces in the north-western portion of the site as well as Ara Hills which will support recreational / leisure uses through the provision of walking tracks through these open space areas. This also includes a number of sites which will be located within a 10-minute walk of the already established Ara Hills Playground (off Ara Hills Drive).

Shops

The proposed plan has been amended to include a small neighbourhood centre / shops at the intersection of Roads 14 and 17. In addition, the development will also be served by consented commercial lots within the Ara Hills development. This would result in 93% of lots being located within an 800m / 10-minute walking catchment of local shops. This figure could be increased to 100% of all lots with the inclusion of the proposed walking track through the covenanted bush area within Stage 2 of the development.

Generally speaking, access to some commercial uses within a 10-minute walking catchment is considered desirable – albeit this is more focussed towards more intensive residential development typologies such as terraced housing and apartments. In this regard, the proposal is considered to be more than sufficiently served by commercial services, with more specialised / larger services such as supermarkets available in larger centres such as Milldale (2.3km south-west of the Site) and Orewa (3.2km east of the Site).

Proposed Frequent Transit Network

A total of 51% of proposed lots across Delmore will be within an approximate 500m / 6-minute walking catchment of the proposed Frequent Transit Network (FTN) route which is proposed to utilise the NoR6 corridor. A further 30% of lots fall within a 10-minute walking catchment.

A 500m catchment has been adopted as the principal measure to align with targets set out within the Regional Public Transport Plan 2023-2031 (RPTP) whilst a distance of up to 800m / 10-minutes is also identified as appropriate in Auckland Transport's own guidance.¹ Importantly, the RPTP highlights an aspirational target of having 42% of the population of north Auckland living within 500m of the FTN.

Considering the site context at the edge of Auckland's urban area, having 81% of lots located within an approximate 10-minute walking catchment of the FTN is considered to be appropriate. Further consideration was given to enabling the future expansion of local bus routes throughout the development, however given the need for extensive duplication of the FTN route and topographical constraints this was not considered desirable. In this regard it is noted that Auckland Transport has established a programme of on-demand services to extend the reach of public transport services where conventional fixed route services are not suitable. As such, there remains potential for the further expansion of public transport coverage (via on-demand services) across the development.

Proposed Schools

A total of 80% of proposed lots across Delmore will be within an approximately 1600m / 20-minute walking catchment of MoE proposed primary / secondary school campus located off Upper Orewa Road following completion of the NoR6 Road and the school itself. The most distant lot within Delmore is located approximately 2000m / 25-minutes' walk from the campus.

Extensive research undertaken across New Zealand² has established that a threshold of around 2.25km represents a reasonable walking distance for secondary school students. A shorter distance for primary age students is generally considered desirable (due to the ability of younger children) with a distance of within 1.3km correlated with the highest levels of active travel.³ The prevalence of children travelling to school via active modes decays with increased distance towards 2.3km past which the chance of students travelling via active modes is reduced to near zero. Detailed analysis of Journey to Education data from the 2018 Census undertaken for Auckland Council⁴ highlights that the average distance to schools for primary aged children was 3.2km, rising to 5.6km for secondary aged children.

Based on these figures, it is considered that the Delmore development will be well served by educational opportunities upon completion of the proposed primary / secondary campus off Upper Orewa Road consistent with the requirements of a Well-functioning Urban Environment. In the short-term, primary aged students would likely need to be driven to either Atuhoehoe or Nukumea primary schools and Orewa College, although an existing school bus route to Orewa College is available via Upper Orewa Road. However, it is noted that this is not an uncommon characteristic of new greenfield areas as the Ministry of Education generally responds to increased demand (via new housing growth) rather than establishing new school capacity in advance of development occurring.

¹ *Urban Street and Road Design Guide*, pg. 51

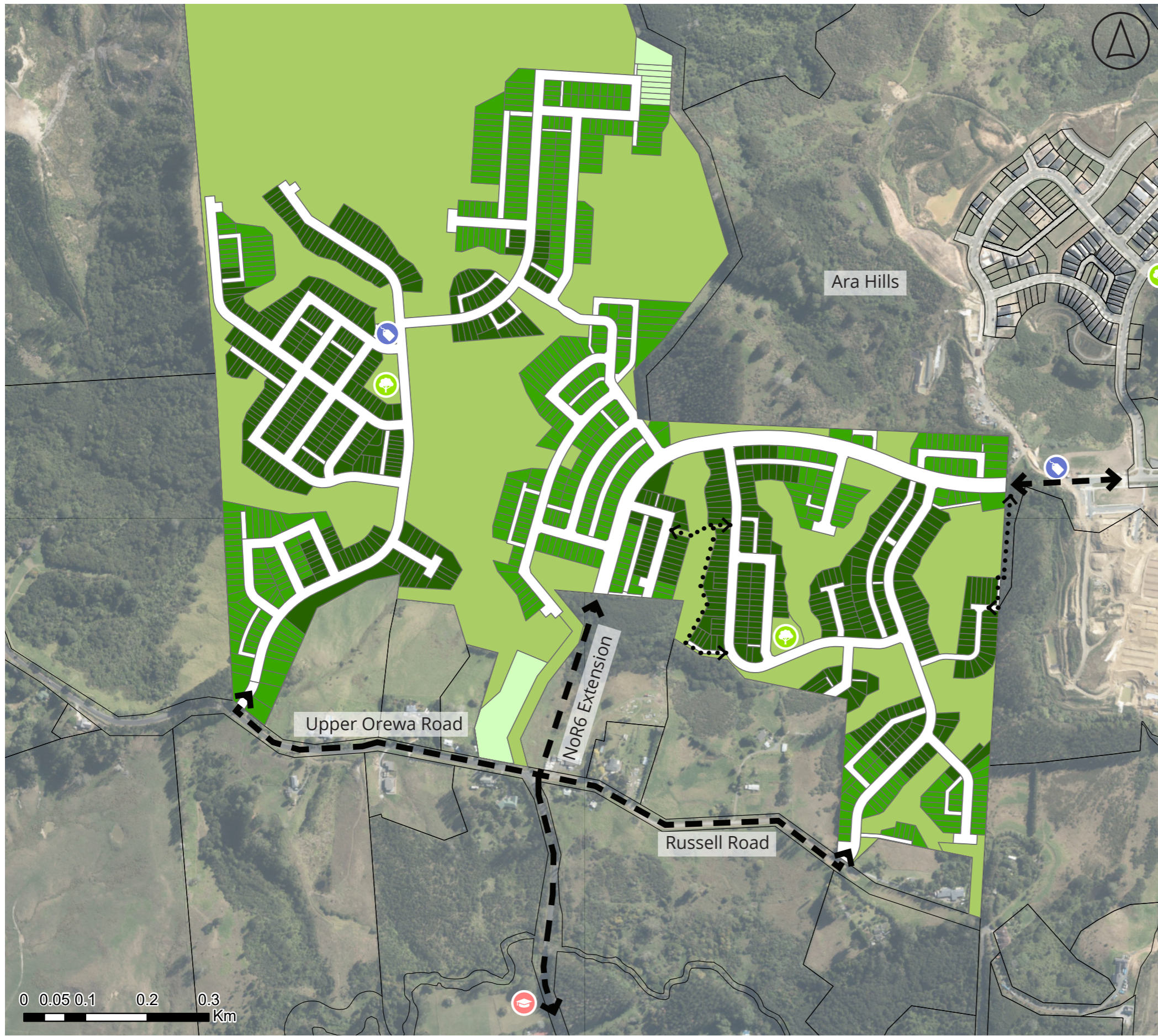
² Mandic et al., (2023) *Examining the transport to school patterns of New Zealand adolescents by home-to-school distance and settlement types*, Journal of Transport & Health vol. 30

³ Ikeda et al., (2018) *Built environment associates of active school travel in New Zealand children and youth: A systematic meta-analysis using individual participant data*, Journal of Transport & Health vol. 9

⁴ Paling, R. (2020) *Analysis of the 2018 Census Results – Travel to work and Travel to Education in Auckland*.

Summary

In summary, it is considered that the Delmore proposal provides for an appropriate level of accessibility / connectivity to non-residential uses within the context of the Site's topography and location at the edge of the metropolitan urban area. In time, as other Future Urban Zone land south of the Site is brought forward for development the accessibility is likely to be enhanced through the additional provision of open spaces, streets and active travel links.



- Primary / Secondary School
- Neighbourhood Centre / Shops
- Park
- Road / JOAL
- Open Space
- <400m
- 400-800m
- >800m

Accessibility Metric

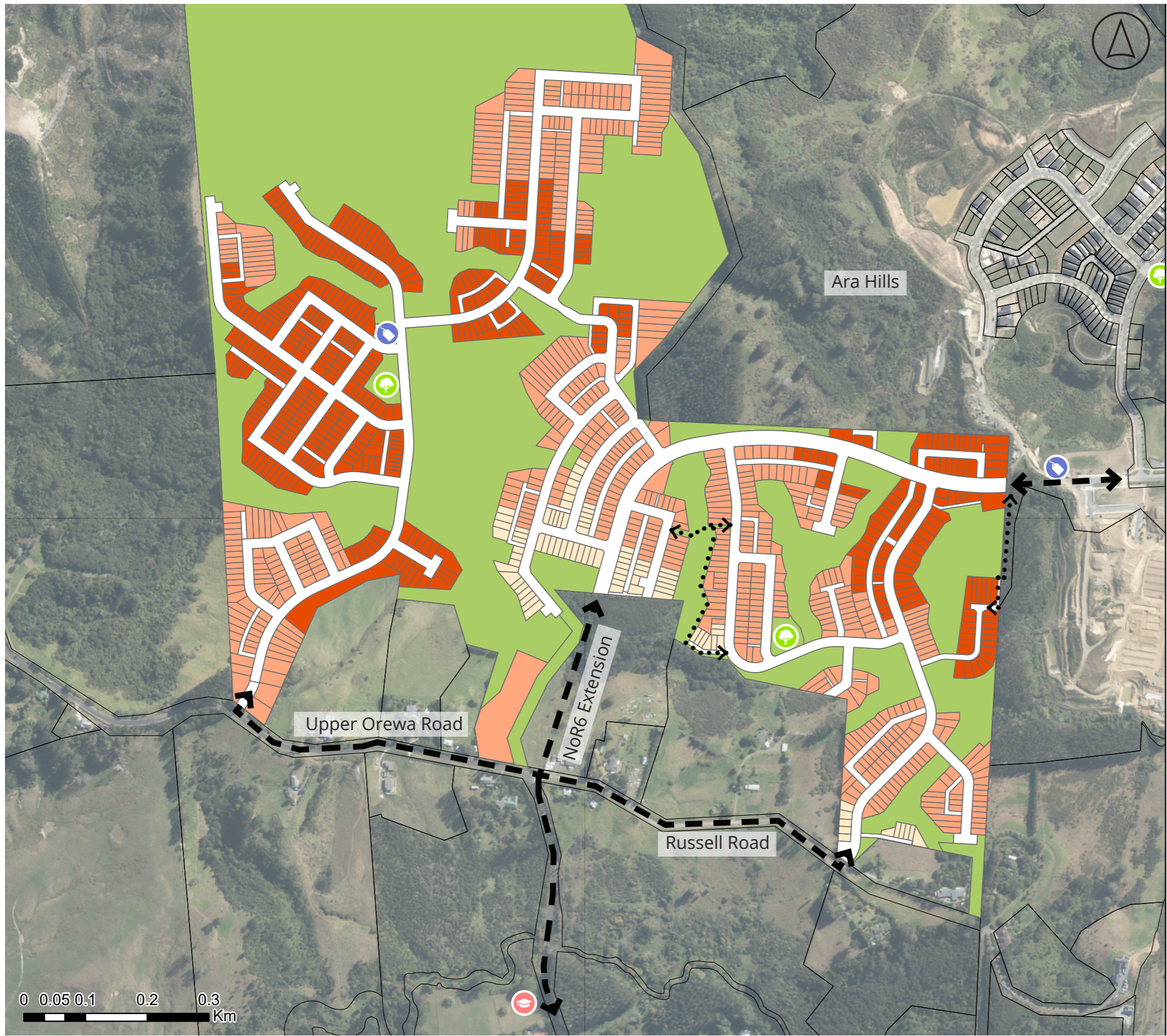
	Lots (%)
Within 400m / 5-min walk	627 (52%)
Between 400m-800m / 10-min walk	572 (47%)
Further than 800m / 10-min walk	010 (01%)
Max Distance (Lot 869) ca. 860m / 11-min walk	

Delmore Fast Track
Lot Accessibility to Parks

Scale: NTS
Date: 11/06/2025

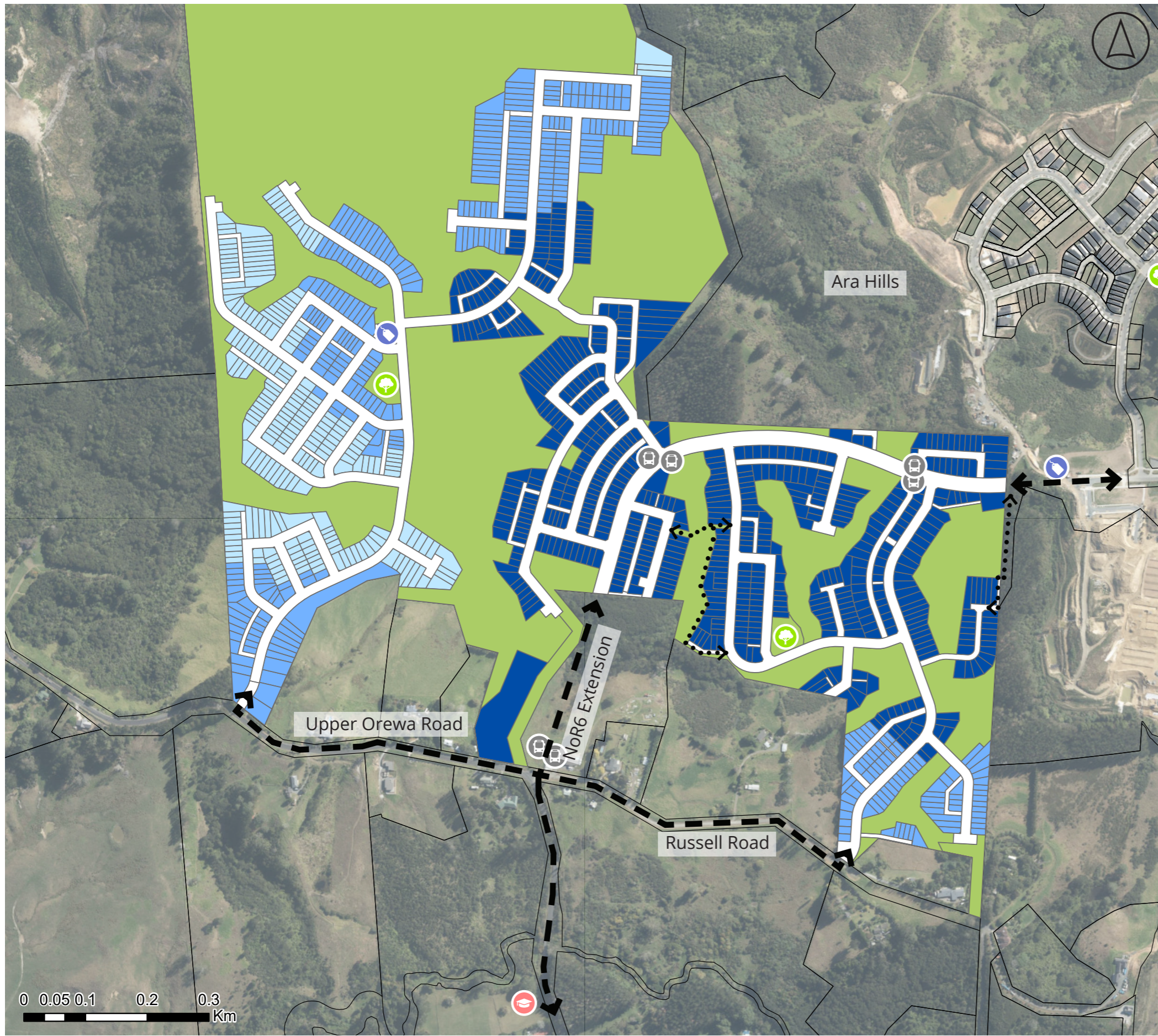
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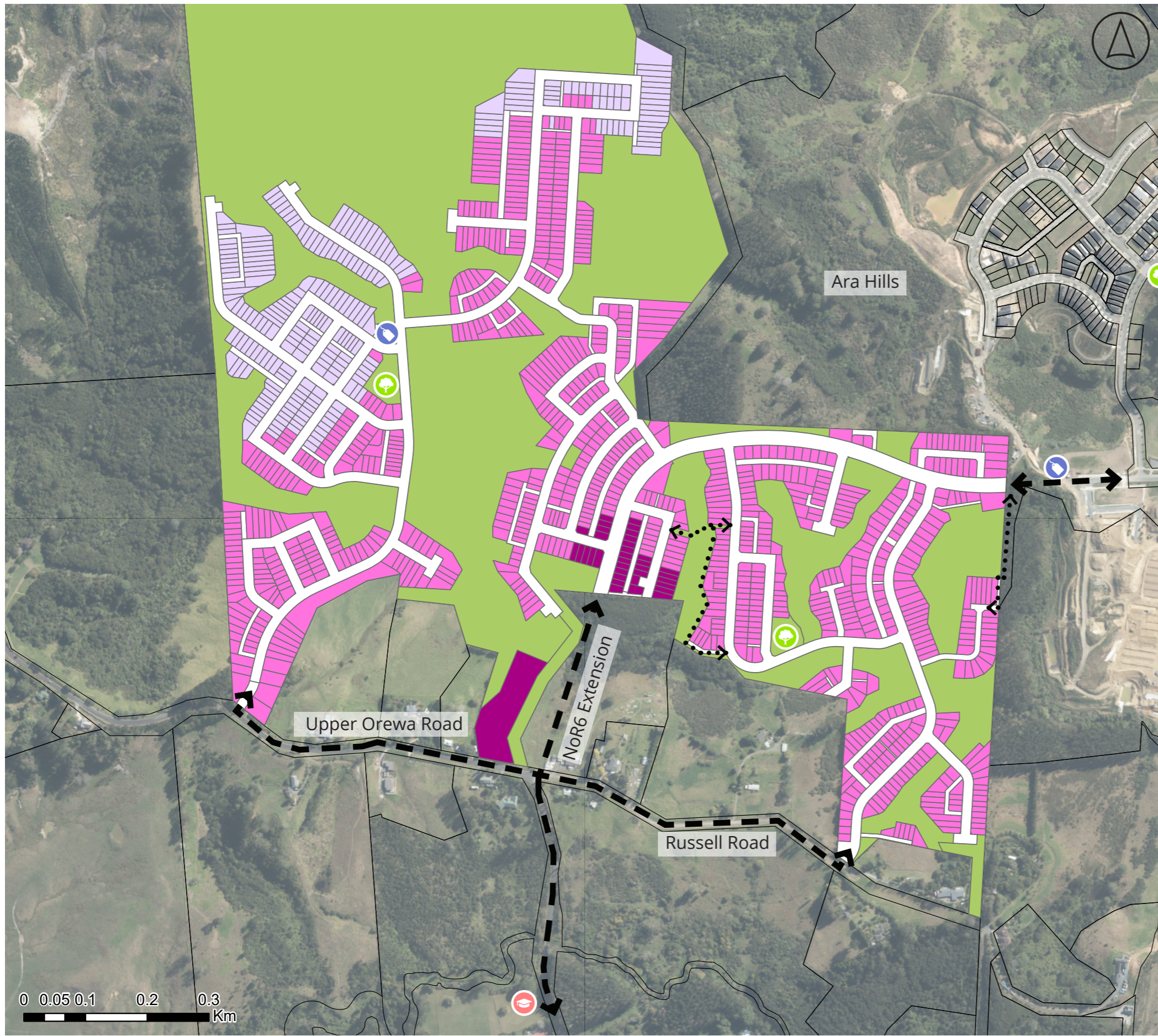
- Primary / Secondary School
- Neighbourhood Centre / Shops
- Park
- Road / JOAL
- Open Space
- <400m
- 400-800m
- >800m









Accessibility Metric	Lots (%)
Within 400m / 5-min walk	473 (39%)
Between 400m-800m / 10-min walk	650 (54%)
Further than 800m / 10-min walk	086 (07%)
Max Distance (Lot 604) ca. 960m / 12-min walk	



-  Primary / Secondary School
-  Neighbourhood Centre / Shops
-  Park
-  Indicative Bus Stops
-  Road / JOAL
-  Open Space
-  <500m
-  500-800m
-  >800m

Accessibility Metric	Lots (%)
Within 500m / 6-min walk	619 (51%)
Between 500m-800m / 10-min walk	359 (30%)
Further than 800m / 10-min walk	231 (19%)
Max Distance (Lot 1070) ca. 1200m / 15-min walk	



-  Primary / Secondary School
-  Neighbourhood Centre / Shops
-  Park
-  Road / JOAL
-  Open Space
-  <800m
-  800-1600m
-  >1600m

Accessibility Metric

	Lots (%)
Within 800m / 10-min walk	036 (03%)
Between 800-1600m / 20-min walk	927 (77%)
Further than 1600m / 20-min walk	246 (20%)
Max Distance (Lot 1070) ca. 2000m / 25-min walk	

Delmore Fast Track
Lot Accessibility to Proposed Schools

Scale: NTS
Date: 11/06/2025

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