Urban Design Statement

Silverdale West

22/08/2023

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Prepared for

Fletcher Development Limited and Fulton Hogan

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Contents

1.0 Introducing Silverdale West

1.1 Purpose and Scope

The site is located south-west of Silverdale and is bounded to the west by Dairy Flat Highway and to the east by State Highway 1 which provides access to Auckland CBD and the Northland centres.

This Urban Design Statement for Silverdale West is one of a suite of technical reports which have been prepared to inform Silverdale West Private Plan Change on behalf of applicants, Fletcher Development Limited and Fulton Hogan Land Development.

The purpose of the Urban Design Statement is to provide design background to the development of a conceptual masterplan that has been prepared to inform the implementation of the Private Plan Change. This document identifies urban design considerations relevant to Silverdale West and the Plan Change area. It is informed by national and local urban design policy and guidance.

Specifically, this report seeks to provide the following:

- An understanding and high-level analysis of the site in the Silverdale context. In particular, the existing and planned movement patterns and existing natural features;
- An analysis of the constraints that will impact the urban development of the site building on other specialists' reports and key issues which they have identified which will have implications on the spatial outcomes within the site;
- An analysis of the spatial opportunities the site presents in terms of industrial development including the relevant recommendations from the specialists' reports;
- A recommendation for a conceptual masterplan that illustrates the spatial form outcomes for industrial development of the site that reflects the above analysis of the sites' context, constraints and opportunities.

Figure 1 - Regional Context and Location
1:250,000 at A3

1.2 Site Location and Context

The site is located directly south west of the Silverdale town centre. State Highway 1 (SH1) forms the extent of the eastern boundary while Dairy Flat Highway forms the extent of the western boundary.

The site is well connected being located directly adjacent to SH1 which provides quick and convenient access to Auckland CBD to the south and Puhoi toward the north. The drive time from the site to Auckland CBD is approximately 28 minutes outside of peak traffic hours.

Hibiscus Coast Station and Park and Ride is located 450m from the northern portion of the site. This provides access a number of bus routes to locations including; Britomart, Waiwera, Gulf Harbour, Albany, Orewa and Millwater.

The Silverdale town centre is located approximately 1600m from the northern portion of the site. The Milldale development is located approximately 1400m from the site through Pine Valley Road.

The site is anticipated for Business - Light Industry zoning as per the Silverdale West Dairy Flat Industrial Area Structure Plan. The site is located close to a number of residential catchments however, it is also positioned in a manner (between two arterial roads) which helps to avoid any adverse residential amenity implications.

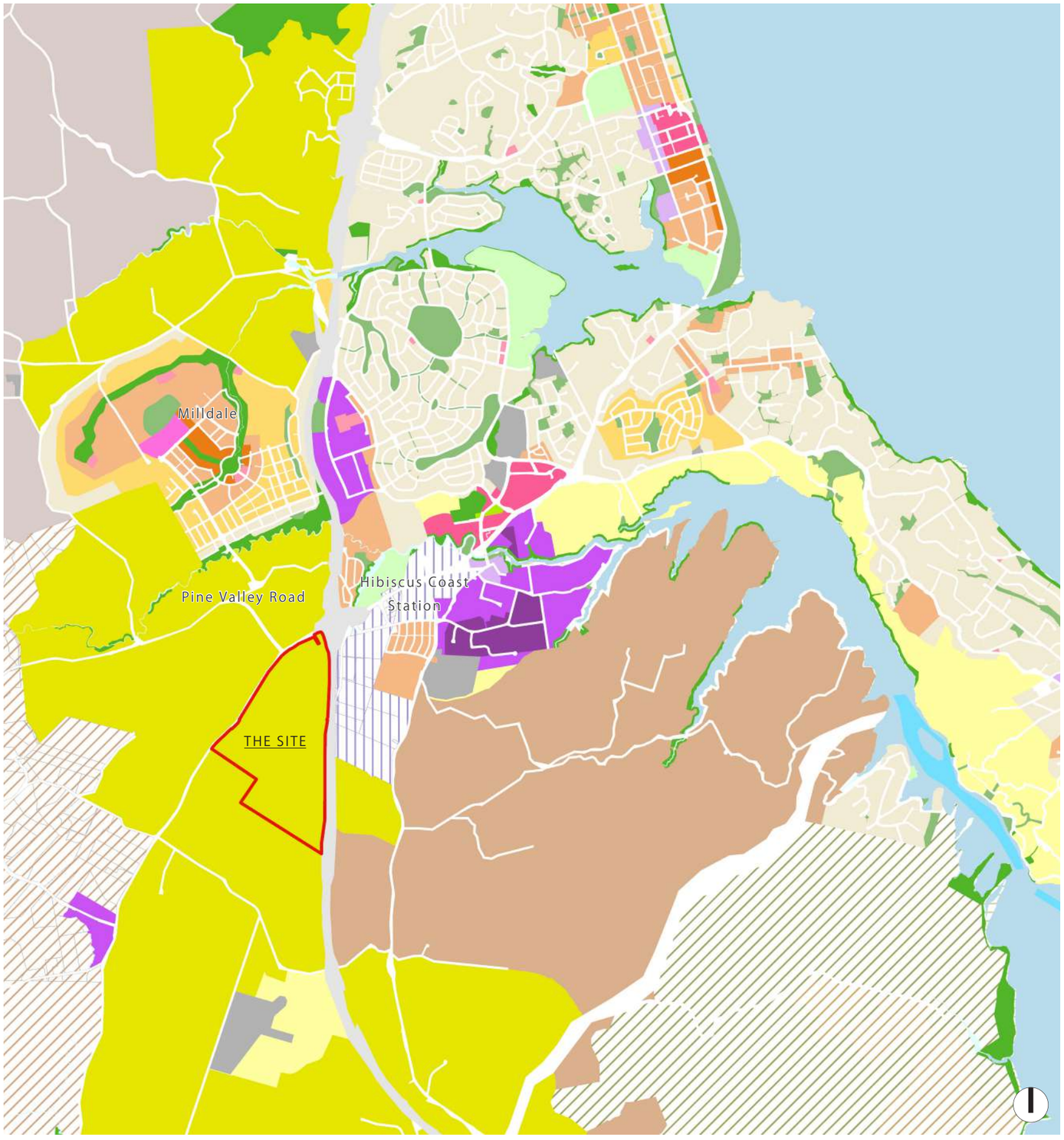


Figure 2 - Site Location and Context
1:40,000 at A3

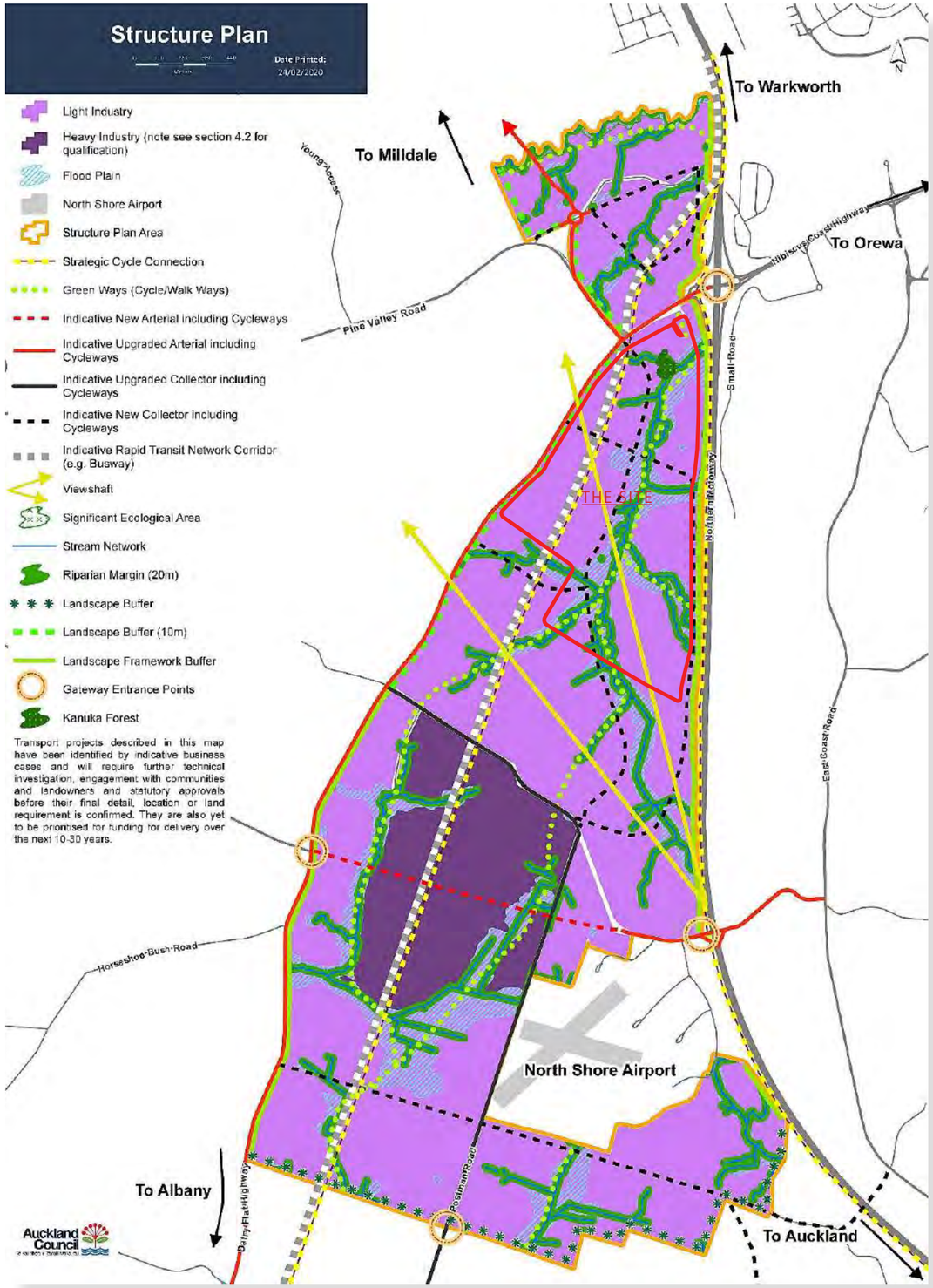


Figure 3 - Structure Plan
NTS

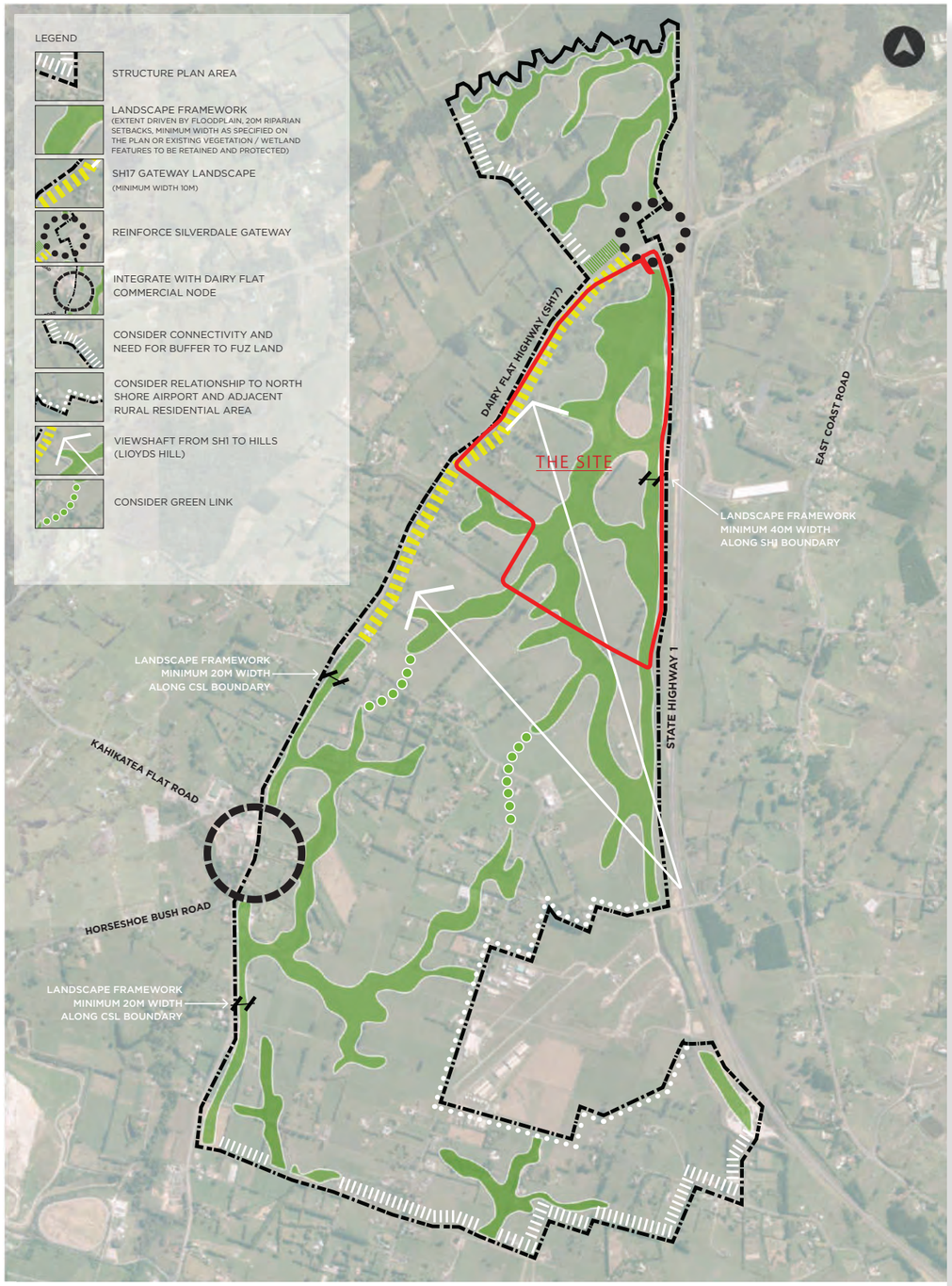


Figure 4 - Landscape Development Principles Diagram - Silverdale West Dairy Flat Structure Plan
NTS

1.3 Site Ownership

Legend

- a. 1636 Dairy Flat Highway
- b. 193 Wilks Road
- 1732 Dairy Flat Highway
- a. 1738 Dairy Flat Highway (Mammoth Ventures Ltd)
- b. Parcel ID 7567641 (Dp Boocock No 2 Trustee Ltd)
- c. 1744 Dairy Flat Highway
- d. 1748 Dairy Flat Highway
- 1748A Dairy Flat Highway
- 1700 Dairy Flat Highway
- 1638 Dairy Flat Highway
- 1646 Dairy Flat Highway
- 1686 Dairy Flat Highway
- Dairy Flat Highway (owned by Papanui Station House Ltd)
- 1660 Dairy Flat Highway

(Note: Colour schemes reflect grouped land ownership at the time of lodgement).

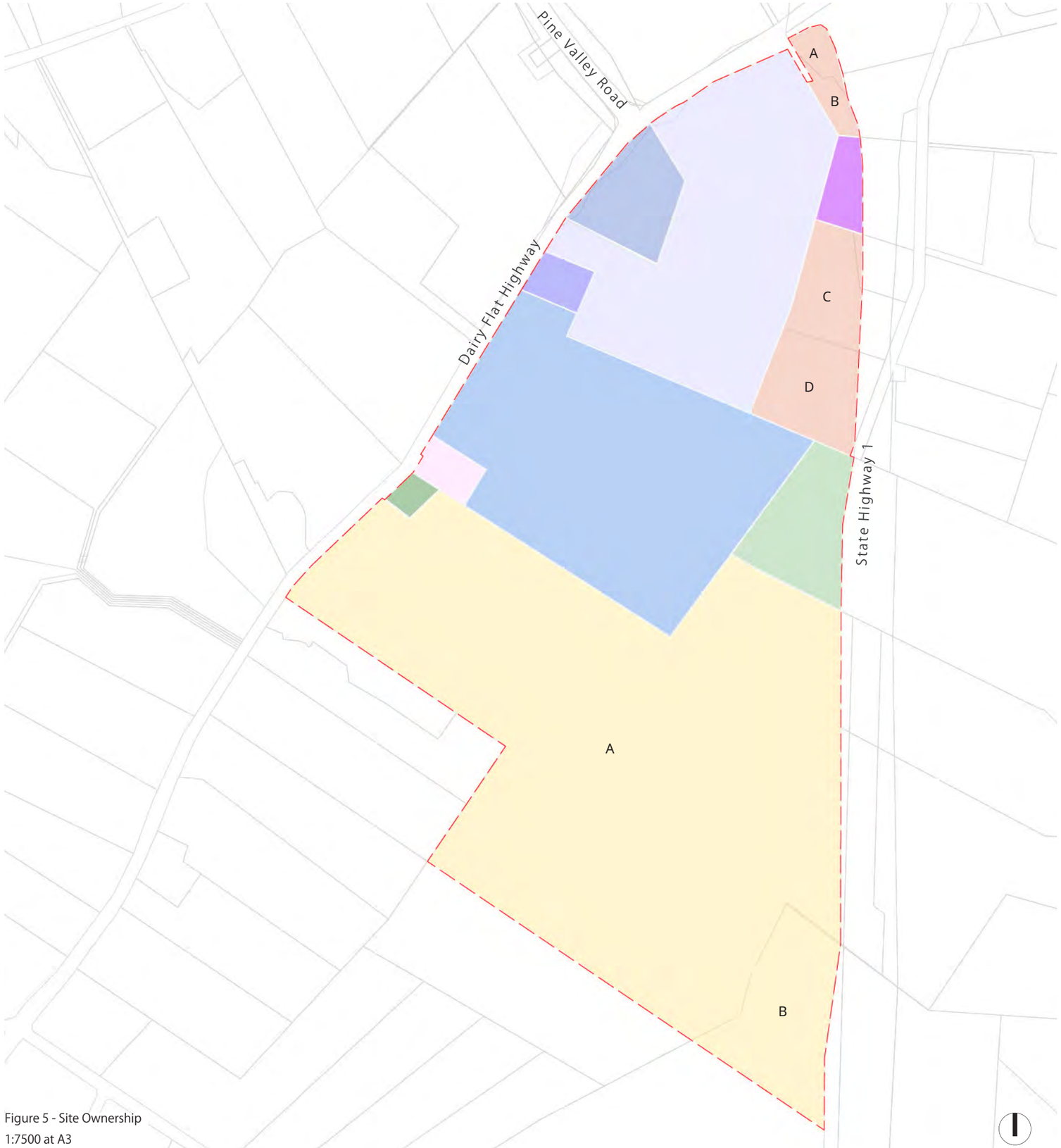


Figure 5 - Site Ownership
1:7500 at A3

1.4 Understanding the Site

The site is located between SH1 and Dairy Flat Highway just south west of Silverdale town centre. The land is currently zoned Future Urban zone under the Auckland Unitary Plan (Operative in Part). It is proposed to re-zone the plan change area to Business - Light Industry zone.

The site comprises 14 parcels all within various ownership. The applicant, Fletcher Development Limited and Fulton Hogan Land Development are both significant land owners within the plan change area which comprises approximately 106ha in total.

The site is currently used for farming purposes and can be characterised by the slope and elevation which falls primarily from the west and a portion of the east toward a low point / series of existing water courses which dissect the site in a north south orientation.

The site presents an opportunity for additional light industry on the edge of Silverdale which is located away from the typically more sensitive residential zoned land and located directly adjacent to State Highway 1 a major arterial providing direct access to Auckland CBD and the northern regions. Additional industry zoned land will also help to support the growth of Silverdale and provide further employment opportunities within the immediate area.

The site presents a number of development opportunities and constraints both of which have been identified and used to formulate a site strategy that; responds to the existing context, enhances the ecology, provides an efficient development outcome for the applicant, provides a high degree of amenity for future users and responds to the Silverdale West Dairy Flat Industrial Area Structure Plan and supporting Landscape Report (February 2019) prepared for Auckland Council by Bridget Gilbert.

Viewpoints - Refer to pages 10 &11 for site photos

Figure 6 - Site
NTS

View point 1: Looking north from beside Wilks Road overpass toward SH1 and the plan change area.

View point 2: Looking east toward SH1 and Snowplanet.

View point 3: Looking south, capturing the southern most mound / change in elevation associated with the plan change area.

View point 4: Looking south east toward the plan change area and SH1.

View point 5: Looking south capturing the tree rows and change in elevation.

View point 6: Looking north capturing the central stream.

View point 7: Looking north east capturing the change in elevation across the plan change area, SH1 and Snowplanet.

View point 8: Looking south west from the top of the southern most mound captured within view point 3 toward Wilks Road.

View point 9: Looking south west toward SH1, East Coast Road (located along the ridgeline in the background) and Wilks Road overpass (refer to view point 1).

1.5 Ecology and Landscape

A preliminary, high level ecological investigation has been carried out, and will be developed in more detail at resource consent stage.

The site has a rich underlying ecological layer based on its distinctive topography. Existing waterways, wetlands and potential flood retention areas lead to development and connectivity constraints. Structure planning considerations and opportunities include:

1. riparian setbacks from waterways and wetlands planted with eco-sourced native plants;
2. public open spaces that provide for the treatment, drainage and in some cases retention of storm-water;
3. a connected green network including a legible and safe pedestrian and cycle network.

Advice sought from Boffa Miskell related to landscape matters has also been carried out. Boffa Miskell carried out landscape analysis, including a review of the Silverdale West Dairy Flat Industrial Area Structure Plan and supporting Landscape Report (February 2019) prepared for Auckland Council by Bridget Gilbert.

Structure planning considerations and opportunities include:

1. landscape buffer setbacks from State Highway 1 to reinforce an effective gateway treatment to the Hibiscus Coast and manage the interface with future light industrial development;
2. landscape buffer setbacks from Dairy Flat Highway;
3. possible building height variations that respond to the sites landfrom characteristics and the viewshaft to Lloyds Hill; and,
4. co-location of open space, pedestrian and cycle movements, stormwater management devices, wetlands and streams.

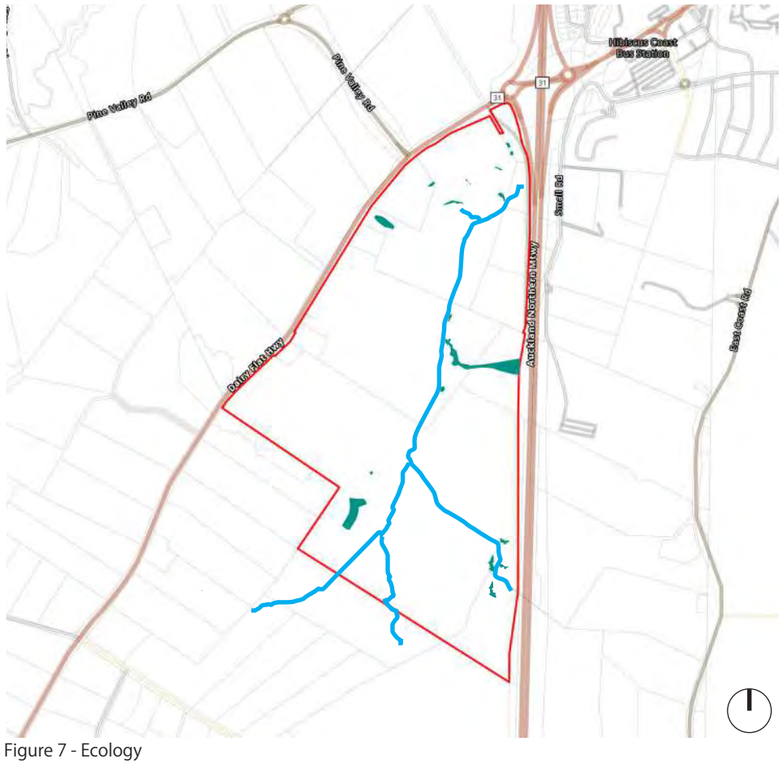


Figure 7 - Ecology
1:20,000 at A3

Legend

- Existing permanent and intermittent streams
- Existing wetlands

Note: wetland extents sourced from Silverdale West Stage 1 Private Plan Change, Auckland - Ecological Values Assessment prepared by RMA Ecology Limited (Report number 2115, dated August 2023).

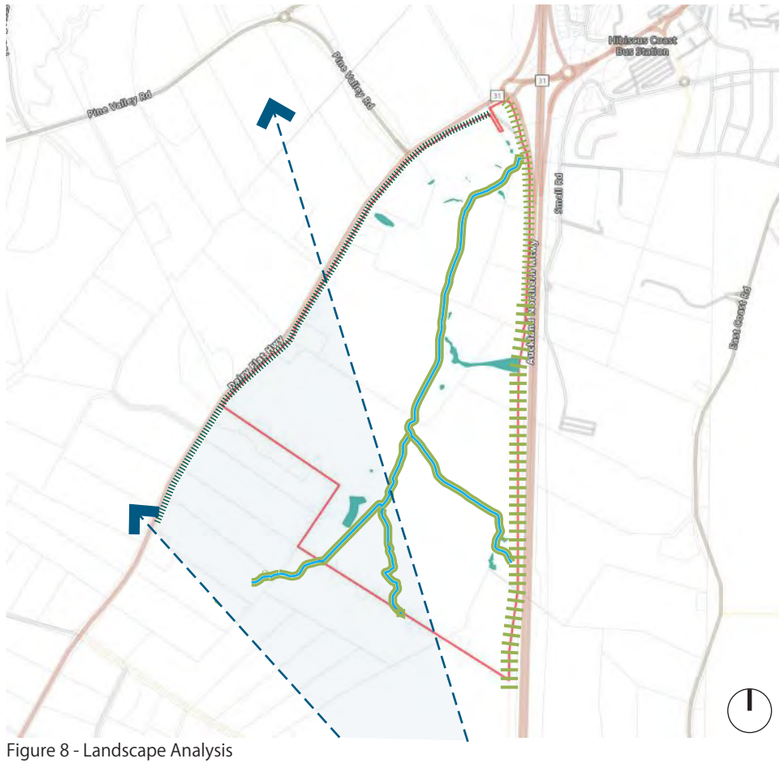


Figure 8 - Landscape Analysis
1:20,000 at A3

Legend

- Existing waterways and associated plantings
- Existing wetlands
- 10m – 15m landscape buffer can accommodate a range of plant species and scales of vegetation to create an effective gateway feature. Boffa Miskell Landscape analysis and advice.
- 5m landscape buffer can accommodate a range of plant species and scales of vegetation to create an effective gateway feature. Boffa Miskell Landscape analysis and advice.
- View shaft to Lloyds Hill

1.6 Landform

The site's topography slopes away from Dairy Flat Highway along the western boundary and portions of the south eastern boundary toward a central waterway that drains from the southern end of the site toward the north.

The topography creates a unique sense of space and plays a strong role in determining a site's characteristics in the frame of alignment of streets, lot boundaries, building platforms and types of open space.

Whilst these areas are typically viewed as development and connectivity constraints, site planning considerations and opportunities include:

1. Steep areas located in close proximity to sensitive ecological areas could be included within riparian margins to enhance ecological and amenity buffers;
2. Areas of higher elevation could be graded to a degree in order to fill some of the less sensitive gully areas to enable more efficient development outcomes and alleviate possible implications future built form may have in relation to the view shaft from SH1;
3. Opportunity to incorporate change in elevation within the 10-15m and 5m landscaped buffers along SH1 and Dairy Flat Highway. This could also assist in reducing the possible implications future built form may have on the view shaft from SH1;
4. Utilise aspect and low lying areas typically associated with water management areas to identify an open space network for amenity, recreation and ecological enhancement.

Figure 9 - Elevation Analysis
1:20,000 at A3

Legend

Higher elevation

Lower elevation

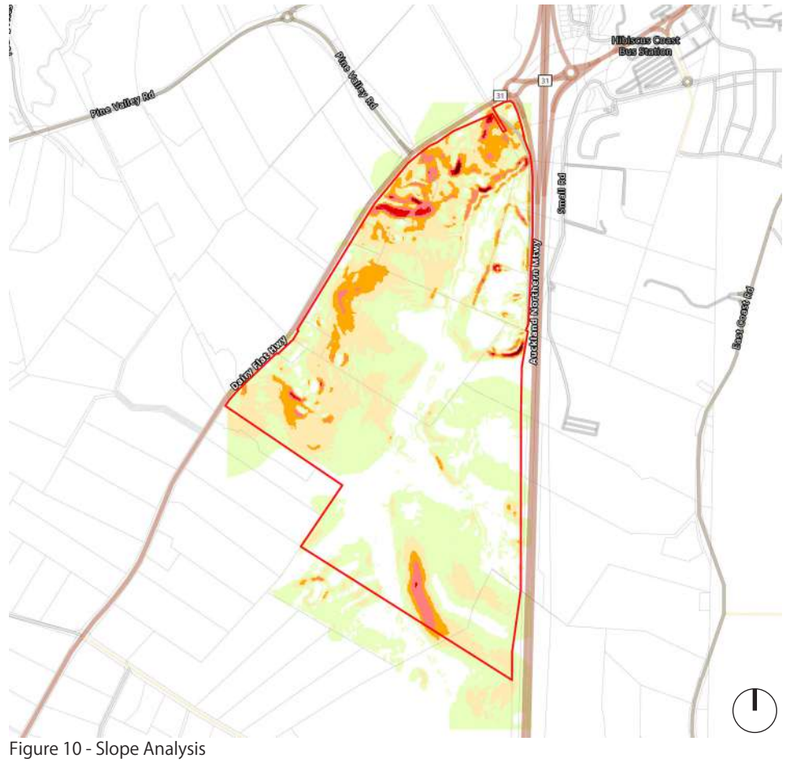


Figure 10 - Slope Analysis
1:20,000 at A3

Legend

5% - 10% Slope
10% - 15% Slope
15% - 20% Slope
20% - 25% Slope
25% - 30% Slope
> 30% Slope

Further site analysis related to the site's landform characteristics including site contours and landform aspect.

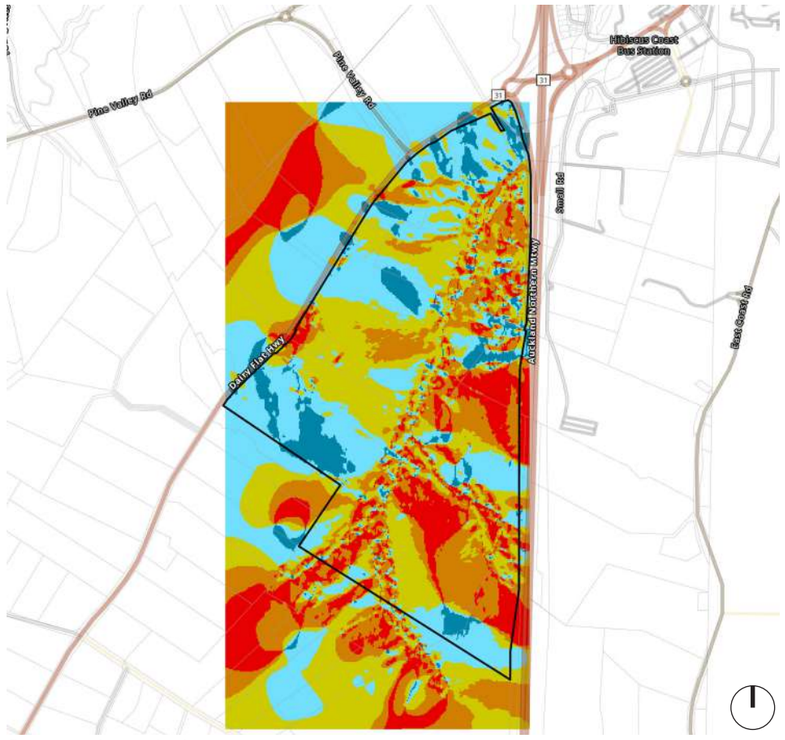


Figure 11 - Aspect Analysis
1:20,000 at A3

Legend

- North facing slope
- Northeast / Northwest facing slope
- East / west facing slope
- South facing slope
- Southeast / Southwest facing slope

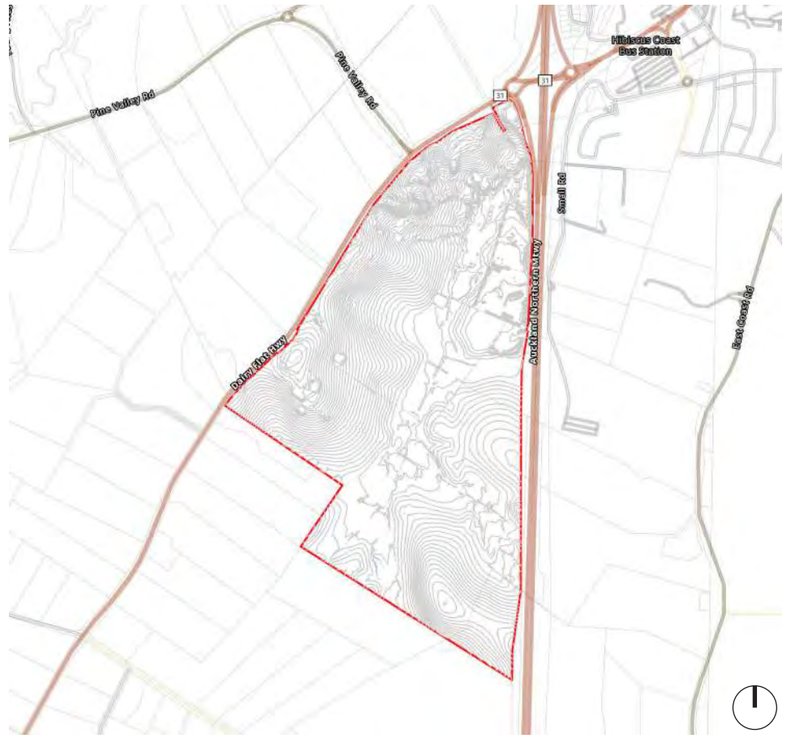


Figure 12 - Existing Contours (1m intervals)
1:20,000 at A3

Legend

- Plan change boundary
- 1m interval contours

1.7 Opportunities and Constraints

The site investigations and information gathering stage, including gaining feedback, advice and insights from other technical experts, has helped to understand site constraints and to respond with a range of opportunities for conceptual site planning.

Legend

- >25% Slope - May require grading in certain areas to enable more level development areas, maintain views through future built form and enable road connections in logical locations. Where slope is located adjacent to more sensitive ecological areas, re-vegetate with native plantings.
- Identified wetlands - Investigate opportunities to incorporate into open space network or address through consenting (e.g. offsetting)
- State Highway 1 - provides a hard edge against the plan change area.
- Dairy Flat Highway - provides a hard edge against the plan change area and will be utilised as the primary point of access for future development.
- Pine Valley Road - provides a direct connection to Milldale.
- Landscape buffer required between SH1 and the plan change area. Opportunity to manage slope within this setback.
- Landscape buffer required between Dairy Flat Highway and the plan change area. Opportunity to manage slope within this setback.
- Opportunity to integrate a central green spine with the existing water courses and wet areas. Enhance for public amenity and ecological integrity.
- Existing water courses.
- Possible gateway to the site in response to the view shaft analysis to enable space, separation and views toward Lloyd Hill and the hinterlands north west of the site.
- Existing specimen trees / vegetation (quality and quantity TBC).
- Recorded archaeological site R10/737 - Kelly's former inn, stables, homestead and additional buildings.
- View shaft to Lloyds Hill from SH1.

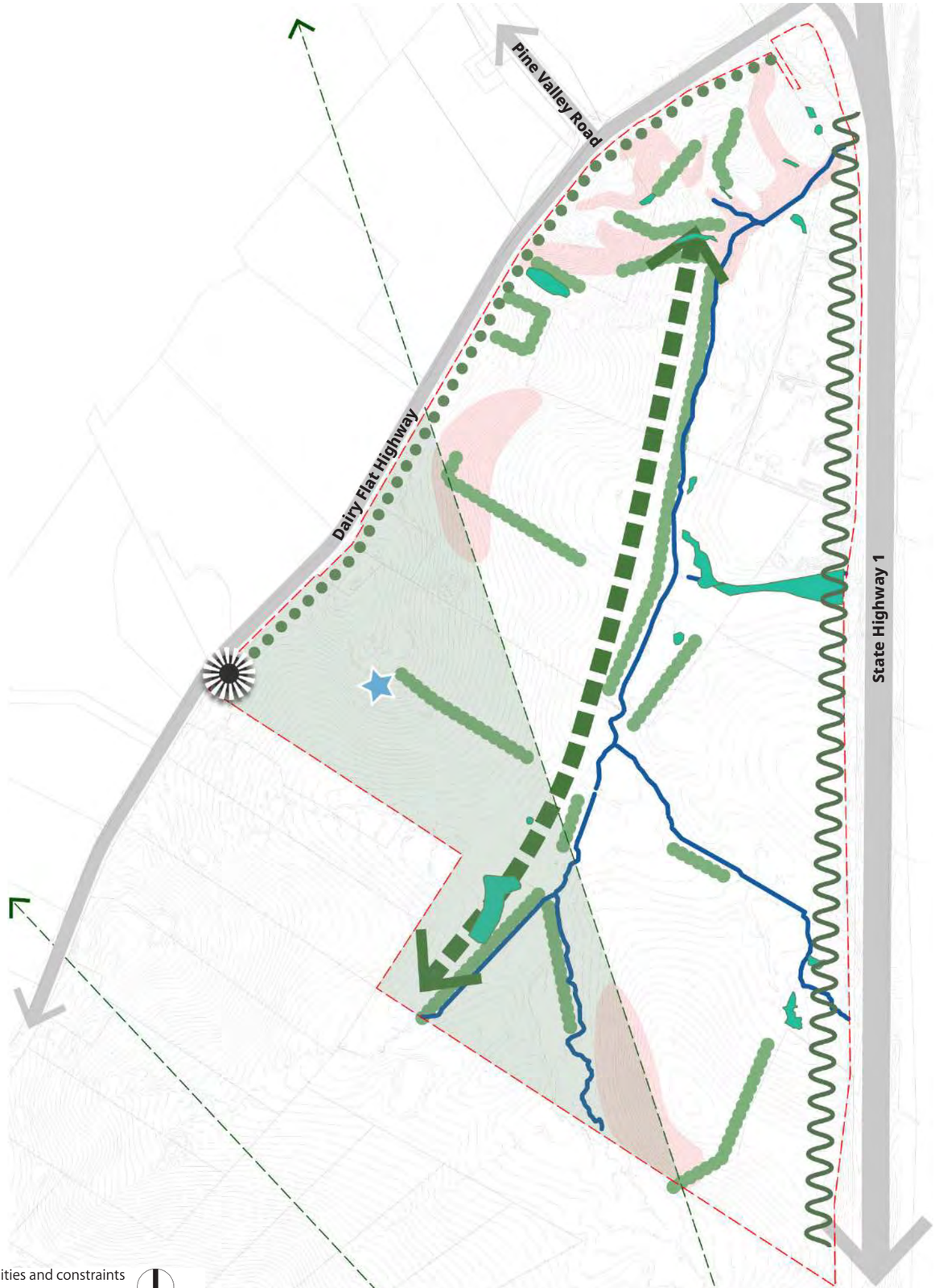


Figure 13 - Opportunities and constraints
1:7500 at A3

2.0 Developing a Strategy

2.1 Design principles

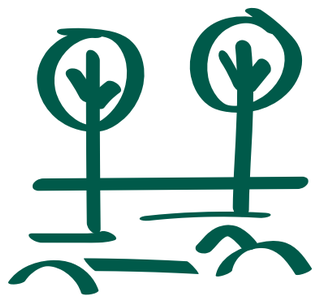
The principles are shaped by the opportunities and constraints of the site and its surrounding context. The principles provide guidance to achieve the desired vision and frame the key moves and design response.

Integrated and Connected

Create interconnected transportation, ecological, and hydrological networks within the site. Integrate the new industrial development spatially, within the immediate surrounding area.

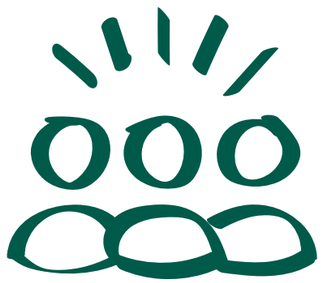
Responding to existing topography / slope

Minimising the extent of retaining required along the public realm interface. Utilise a combination of battering and low level retaining where possible to achieve level building platforms and compliant road gradients.



Quality Public Realm

Ensure a high standard of development, public open space, design amenity and public access. Design the structuring elements of the site that result in positive building frontages which could contribute to passive surveillance and an active public realm.



Community

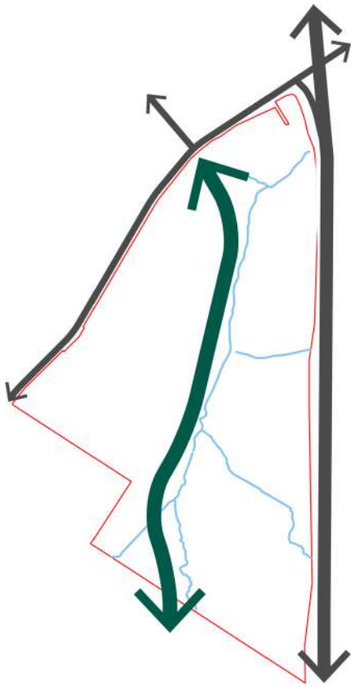
Build a strong sense of community through shared amenities, public trails, quality and safe open spaces, access to nature, and places for the public to meet and interact.

Native Landscapes

Conserve and expand riparian areas and native vegetation where possible. Be sensitive to the landscape features of the site and beyond the site including the experience of State Highway 1 travelers, and existing and future planned communities.

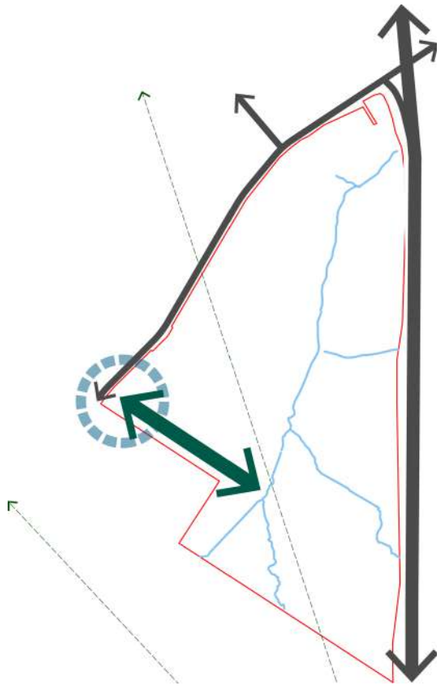
2.2 Key moves

The following key moves have been formulated through the initial site analysis undertaken along with the guiding design principles.



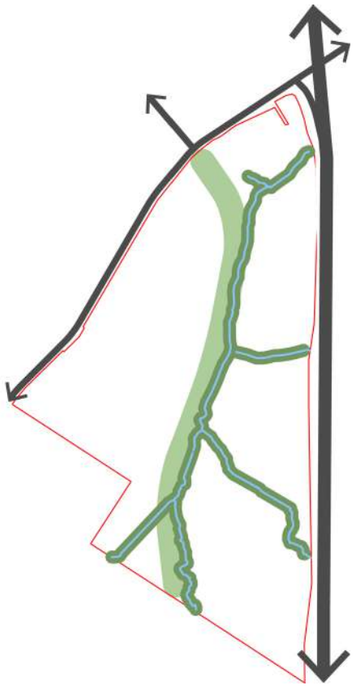
North South Green Spine

Utilising existing natural landscape features (John Creek and existing landform) to inform the location of the primary north south movement axis (directly adjacent to John Creek and other open space areas).



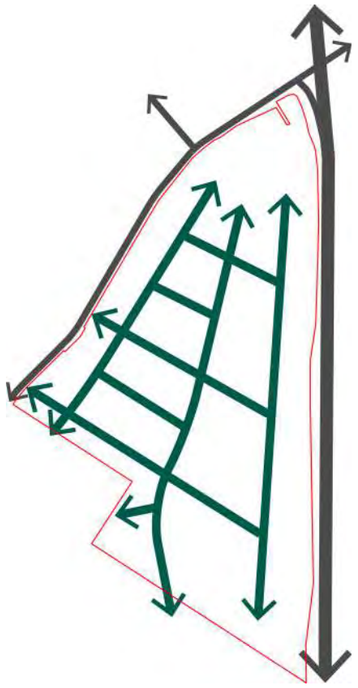
Dairy Flat Highway Gateway

Providing a ‘gateway’ and road alignment at the highest point on site in response to the viewshaft to Lloyd Hill. This is proposed to create visual space and separation between future built form elements and maintain a visual connection to Lloyds Hill and the hinterlands beyond. The gateway will provide a clear and legible entrance to the site.



Connected Open Space Network

Collocating additional open space areas with existing natural features for amenity, recreational, ecological and stormwater purposes. Ensuring these open space elements form a well connected network.



Legible and connected road network

Creating a clear, legible and well-connected road network. Ensuring ease for future development through the provision of regular shaped lots that result in positive relationships between future built form, the existing network and the public realm.

3.0 Design Response

3.1 Development Concept Plan

The site opportunities and constraints previously identified along with input from the client and other various specialists engaged on this project has helped to inform the adjacent development concept plan for discussion purposes.

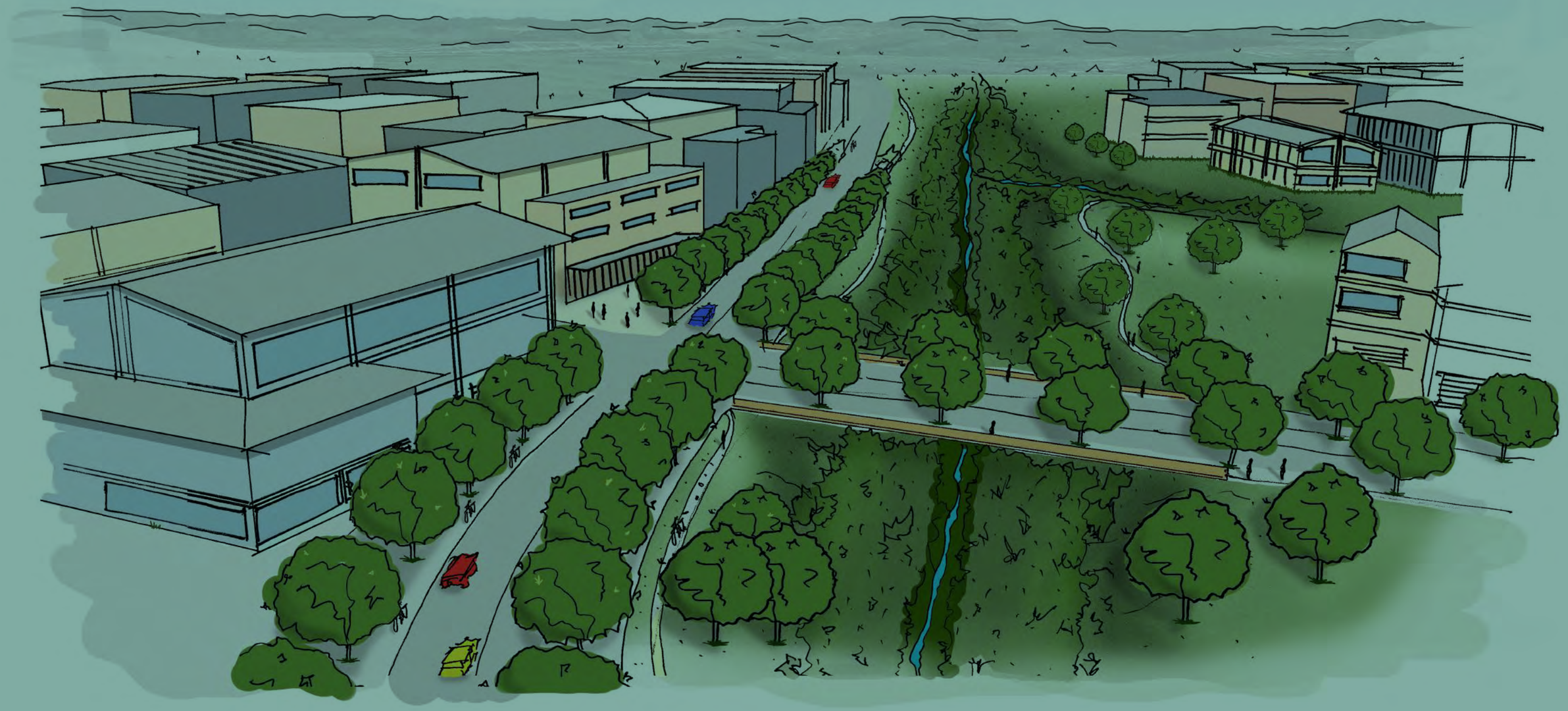
Legend

- Existing road network (Dairy Flat Highway, SH1, Pine Valley Road
- Existing parcels
- Existing viewshaft from SH1 to Lloyds Hill and the hinterlands
- Existing permanent and intermittent streams with 20m riparian corridors
- Wetlands incorporated into open space network (10m offsets have been assumed but not graphically represented)
- Proposed light industrial developable area
- Proposed public open space for amenity and ecological purposes - collocated with existing waterways / features and potential future detention facilities.
- Proposed gateway to the development
- Proposed collector road network
- Proposed local road network
- Proposed landscape buffers along SH1 and Dairy Flat Highway (extents provided by Boffa Miskell)
- Proposed stream crossing points
- Possible commercial / plaza space locations
- Possible key pedestrian / cycle connections. It is assumed these will continue through the open space / riparian areas to form a cohesive network
- Proposed 30m height variation
- Potential future connections

0m 50m 100m 200m 500m

Figure 14 - Development Concept Plan
1:7500 at A3

ARTIST'S IMPRESSION



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