

## **I537 Silverdale 3 Precinct**

### **I537.1. Precinct Description**

The Silverdale 3 Precinct is applied to approximately 41ha of land located between East Coast Road and the motorway (SH 1) known as the Hibiscus Coast Gateway. The precinct provisions seek to achieve a high quality urban design outcome within a visually strong vegetated framework. All development within the precinct will require careful management to assist in creating a high quality gateway to the Hibiscus Coast. It is also to manage the traffic effects of activities on the surrounding road network.

The precinct comprises three Sub-precincts as follows:

- Sub-precinct A – the purpose of this sub-precinct is to enable a range of business activities.
- Sub-precinct B - the purpose of this sub-precinct is to enable a range of residential opportunities.
- Sub-precinct C – the purpose of this sub-precinct is to enable residential opportunities within the business area but which are secondary to business activity.

The zoning of the land within the Silverdale 3 precinct is Business - General Business Zone for Sub-precinct A and Sub-precinct C, and the Residential - Mixed Housing Urban Zone for Sub-precinct B.

### **I537.2. Objectives**

- (1) The Silverdale 3 Precinct is developed in a comprehensive and integrated way to provide a high quality urban environment on the southern side of the Hibiscus Coast Highway contributing to a strong sense of arrival at Silverdale.
- (2) A high quality built form and vegetated landscape is created.
- (3) A range of activities are enabled, but limited to those business and residential land uses that do not generate significant adverse effects on the road network and support the Hibiscus Coast Bus Station.
- (4) Access to the precinct occurs in a safe, effective and efficient manner that manages the operation of State Highway 1, and the surrounding arterial road network, taking account of the traffic generation likely to arise from the Silverdale North, Silverdale South and other related development catchments.
- (5) The development and operation of walking and cycling networks within the precinct that connect in an effective, efficient and safe manner to the existing or proposed public transport network and other key destinations, particularly those adjacent to the precinct.

The overlay, Auckland-wide and zone objectives apply in this precinct in addition to those specified above.

### **I537.3. Policies**

- (1) Restrict development ahead of the specific improvements required to be made to the arterial road network and connections to East Coast Road to ensure that development does not create unacceptable adverse effects on the arterial road network.
- (2) Provide for a mix of land use activities that support the Hibiscus Coast Bus Station, while the operation of this station should enable a greater proportion of the land within the precinct to be developed by providing access to high quality public transport and reducing vehicle trip rates.
- (3) Achieve a quality gateway experience through the establishment of sensitively designed prominent buildings located within a vegetated framework.
- (4) Emphasise the underlying natural landform when undertaking development by recognising and reinforcing, as far as practicable, the integrity of the East Coast Road ridgeline, natural watercourses, views and access to sunlight.
- (5) Create a planted interface with tall trees along the western edge of the precinct adjacent to State Highway 1 (the motorway) providing filtered views to assist in integrating the development into the wider landscape when viewed from the motorway and to complement the high quality built form.
- (6) Design the location, scale, materials and colours of buildings, structures and signs to achieve the high quality visual and landscape outcomes sought for the precinct.
- (7) Ensure vehicle access to the precinct occurs from a limited number of defined access points on East Coast Road and the Hibiscus Coast Highway.
- (8) Provide a low speed high amenity transport network within the precinct with sufficient room for street trees and for pedestrian and cycle movement.
- (9) Limit retail activity in the Sub-precinct A and Sub-precinct C so as to not adversely affect the viability of the Silverdale Town Centre, and to assist in managing traffic effects on the external roading network.
- (10) Enable a Work/Live area to provide opportunities for business and residential activities to co-locate where the residential activities are accessory to work/business activity.

The overlay, Auckland-wide and zone policies apply in this precinct in addition to those specified above.

### **I537.4. Activity table**

The provisions in any relevant overlays, zone and the Auckland-wide provisions apply in this precinct unless otherwise specified below. A blank in Tables I537.4.1, I537.4.2, I537.4.3 and I537.4.4 Activity tables below means that the provisions of the overlays, zone or Auckland-wide apply.

- The provisions in Trip generation Standard E27.6.1 do not apply in this precinct.

Tables I537.4.1, I537.4.2, I537.4.3 and I537.4.4 Activity tables specify the activity status of land use, development and subdivision activities in the Silverdale 3 Precinct pursuant to section 9(3) and 11 of the Resource Management Act 1991 or any combination of all of these sections where relevant.

**Table I537.4.1 Silverdale 3 Precinct (all of precinct)**

Activity		Activity status
<b>Development</b>		
(A1)	Buildings, and alterations and additions to buildings	RD
Vehicle movement in the PM peak		
(A2)	Development of up to a maximum of 15 per cent of the land area of Sub-precinct A and Sub-precinct C, and 15 per cent of Sub-precinct B of the Silverdale 3 Precinct	P
(A3)	Development of greater than 15% and up to a maximum of 25 per cent of the land area of Sub-precinct A and Sub-precinct C, and greater than 15% and up to a maximum of 25% of Sub-precinct B of the Silverdale 3 Precinct provided that the following is met: <ul style="list-style-type: none"> <li>(a) The Road 1 connection to East Coast Road has been constructed and connected to the "Spine Road" as (shown in I537.10.1 Silverdale 3: Precinct plan 1); or will be constructed and connected to the "Spine Road" as part of a proposed development above 15 per cent;</li> <li>(b) Physical construction of the Hibiscus Coast Bus Station has commenced. If construction of the Hibiscus Coast Bus Station has not commenced by 30 June 2018 this requirement no longer applies.</li> </ul>	P
(A4)	Development of greater than 25 per cent and up to a maximum of 50 per cent of the land area of Sub-precinct A and Sub-precinct C, and greater than 25 per cent and up to a maximum of 50 per cent of Sub-precinct B of the Silverdale 3 Precinct provided that the following is met: <ul style="list-style-type: none"> <li>(a) The transport network requirements in Rule (A3) above must be complied with, or will be complied with as part of the development; and</li> <li>(b) The Road 2 connection has been constructed and connected to the "Spine Road" (as shown in I537.10.1 Silverdale 3: Precinct plan 1); or will be constructed and connected to the "Spine Road" as part of a development above</li> </ul>	P

	<p>25 per cent; and</p> <p>(c) A third eastbound exclusive through lane on the Hibiscus Coast Highway at the East Coast Road intersection has been provided, including:</p> <ul style="list-style-type: none"> <li>(i) retaining the existing exclusive left-turn lane into Brian Smith Road (approximately 60m), and a downstream merge lane length of at least 200m; or</li> <li>(ii) an alternative form of mitigation is provided, or is to be provided as part of the development, and the alternative form of mitigation has been certified by Auckland Transport as achieving an equivalent or higher level of mitigation as the works otherwise required.</li> </ul>	
(A5)	<p>Development greater than 50 per cent of the land area of Sub-precinct A and Sub-precinct C and greater than 50 per cent of Sub-precinct B provided that the following is met:</p> <ul style="list-style-type: none"> <li>(a) The transport network requirements in Rules (A3) and (A4) above must be complied with, or will be complied with as part of the development; and</li> <li>(b) That physical construction works of Penlink between Weiti River and Whangaparaoa Road has commenced.</li> </ul>	P
(A6)	<p>Any land use or development activity, other than temporary construction activity, that does not meet the Vehicle Movement in PM Peak Permitted activity Rules (A3), (A4) or (A5) above provided that the following are met:</p> <ul style="list-style-type: none"> <li>(a) Results in no more than 136 vehicles per hour in the PM peak; or</li> <li>(b) Results in no more than 227 vehicles per hour in the PM peak, where the transport requirements for development of up to 25 per cent of the land area in the Silverdale 3 Precinct are met; or</li> <li>(c) Results in no more than 461 vehicles per hour in the PM peak, where the transport requirements for development of up to 50 per cent of the land area in the Silverdale 3 Precinct are met.</li> </ul>	RD
(A7)	<p>Any land use activity, other than temporary construction activity, that does not meet Rule (A6) above.</p>	D

Subdivision		
(A8)	Subdivision	
(A9)	Subdivision exceeding the Standards in I537.6.2 Indicative Roads	D

**Note for Vehicle movement in the PM peak:**

This rule is based on traffic analysis and modelling demonstrating that this level of development can occur within this precinct without collectively generating more than 227 vehicle trips onto East Coast Road and the Hibiscus Coast Highway from this precinct in any one hour of the PM Peak (4pm to 6pm week days). Hibiscus Coast Bus Station is a public transport interchange on land with legal title: Section 1 SO 469067.

This standard is based on traffic analysis and modelling demonstrating that subject to the above road network improvements greater than 227 vehicle trips in any one hour of the PM Peak (4pm to 6pm week days) but not more than 461 vehicle trips collectively onto East Coast Road and the Hibiscus Coast Highway in any one hour of the PM Peak from this precinct is acceptable in terms of effects on the external road network.

The additional third eastbound lane should be designed to maximise lane utilisation. The purpose of the short exclusive left-turn lane into Brian Smith Road is to avoid left turn vehicles blocking through vehicles.

This rule does not oblige the Council to fund, or Auckland Transport to construct, Penlink in any particular timeframe.

**Table I537.4.2 Silverdale 3 Precinct Sub-precinct A – Gateway Business and Sub-precinct C – Work / Live**

Activity		Activity status
<b>Use</b>		
Accommodation		
(A10)	Visitor accommodation	D
Commerce		
(A11)	Major recreation facility	D
(A12)	Department stores	NC
(A13)	Drive through restaurant	RD
(A14)	Entertainment Facilities (excluding cinemas)	RD
(A15)	Offices up to 500m <sup>2</sup>	RD
(A16)	Retail except as set out in this table	NC
(A17)	Retail for the sale of goods accessory to the main activity on a site	RD
(A18)	Trade suppliers	RD

I537 Silverdale 3 Precinct

(A19)	Industrial activities	RD
(A20)	Healthcare facilities	RD
<b>Community</b>		
(A21)	Care centres	RD
<b>Development</b>		
(A22)	Any development generally in accordance with I537.10.1 Silverdale 3: Precinct plan 1	RD
(A23)	Any development not generally in accordance with I537.10.1 Silverdale 3: Precinct plan 1	D
(A24)	New buildings	RD
(A25)	Additions and external alterations to buildings	RD

**Table I537.4.3 Silverdale 3 Precinct Sub-precinct B – Gateway Residential**

Activity		Activity status
<b>Development</b>		
(A26)	New buildings	RD
(A27)	Additions and external alterations to buildings	RD

**Table I537.4.4 Silverdale 3 Precinct Sub-precinct C – Work / Live**

Activity		Activity status
<b>Use</b>		
(A28)	Work / Live Units complying with the sub-precinct rules	RD

Note: activities listed in Table I537.4.4 Activity table are in addition to activities listed in Table I537.4.2 above.

### **I537.5. Notification**

- (1) Any application for resource consent for an activity listed in Table I537.4.1, I537.4.2, I537.4.3 and I537.4.4 Activity table above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).

### **I537.6. Standards**

The standards applicable to the zone, overlays and Auckland-wide apply in this precinct, except that the following:

- The provisions in Trip Generation standards E27.6.1 do not apply in this precinct.

All activities listed as permitted or restricted discretionary in Tables I537.4.1, I537.4.2, I537.4.3 and I537.4.4 Activity tables must comply with the following standards.

**I537.6.1. Retail for the sale of goods accessory to the main activity on a site within Sub-precincts A and C**

- (1) Any retail of goods must:
  - (a) not exceed 25 per cent of the gross floor area set aside for the activity, or 200m<sup>2</sup>, whichever is the lesser.

**I537.6.2. Indicative Roads**

In addition to the Auckland-wide subdivision standards the following apply:

- (1) The alignment of the indicative Spine Road extending south west from Painton Road shown on I537.10.1 Silverdale 3: Precinct plan 1, must not be moved westward or eastward away from the western boundary of Lot 1 DP 200971.
- (2) With the exception of Standard I537.6.2(1) above the alignment of those indicative roads specifically identified on I537.10.1 Silverdale 3: Precinct plan 1 may be varied by up to 20m.
- (3) Connections to the existing road network must occur at the Key Access Points shown on I537.10.1 Silverdale 3: Precinct plan 1.
- (4) New roads intersecting with East Coast Road must be formed and vested so as to connect to the indicative Spine Road extending south west from Painton Road shown on I537.10.1 Silverdale 3: Precinct plan 1.

**I537.6.3. Work / Live units in Sub-precinct C**

Residential floor area

- (1) The gross floor area must be greater than 40m<sup>2</sup> and up to 80m<sup>2</sup>; and must only occur in addition to a business premise with a gross leasable area of greater than 80m<sup>2</sup>.

Outlook space and outdoor living space

- (1) Work/Live units must comply with the outlook space and outdoor living space Standards H6.6.13 and H6.6.15 of the Terrace Housing and Apartment Buildings Zone.

Yards

- (1) A building or any part of a building must not be located less than 4m from the rear boundary of the site if no residential activity occurs on the site.
- (2) A building or any part of a building must not be located less than 6m from the rear boundary of the site if residential activity occurs on the site and ground floor habitable rooms directly relate to the rear yard.
- (3) A building or any part of a building must not be located less than 5m from the front boundary of the site.

Pedestrian access to buildings

- (1) All developments must provide for legible separate pedestrian access to business and residential components.
- (2) External pedestrian access must be provided as a defined footpath with a minimum width of 1.5m.

**I537.6.4. Landscaping in Sub-precinct A and Sub-precinct C**

- (1) Yards, excluding land in a front yard required for vehicle crossings, must include a strip planted with trees and shrubs of the following minimum widths:
  - (a) front yard Sub-precinct A – Nil;
  - (b) front yard Sub-precinct C – 50 per cent must be planted in shrubs and have a minimum width of 2m;
  - (c) front yard on a front site opposite residential, open space zones, or reserves the planted area must be an average width of 3m and a minimum width of 2m;

Side and rear yards adjoining residential, open space zones or reserves

- (d) the planted area must: be a minimum width of 3m along 100 per cent of the length; and
  - (e) the planting must comprise plants of which 50 per cent are capable of reaching a height of at least 3 metres.
- (2) For sites of at least 10 metres in width with road frontage, or frontage to an indicative road shown on I537.10.1 Silverdale 3: Precinct plan 1 and opposite residential, open space zones or reserves, the front yard planting:
    - (a) must include a minimum of one tree, plus one additional tree for every 10 metres of road frontage (eg. 10 metres frontage - 2 trees, 20 metres frontage - 3 trees, etc.);
    - (b) where three or more trees are required these trees must not be planted more than 15 metres apart, or closer than 5 metres apart.
  - (3) Any trees required by the above standards must be of a species capable of reaching a minimum height greater than 8 metres and must be greater than 1.5 metres high at the time of planting.
  - (4) Security or other fences must not be constructed along the front boundary of, or within landscape planting required in a front yard.

**I537.6.5. Protection and maintenance of trees in Sub-precinct A and Sub-precinct C**

- (1) Any landscape planting required by these standards must be maintained, and if diseased, or damaged, must be repaired and if dead must be replaced.



- (2) Any trees required under Standard I537.6.4(1) and (2) above must be located within a planting protection area around each tree, with a minimum dimension or diameter of 1.5 metres.
- (3) Impervious area must not comprise more than 10 per cent of any planting protection area.
- (4) Planting protection areas and landscaping adjacent to a road boundary, access or manoeuvring area, or adjacent to a carparking area must be provided with wheel stop barriers to prevent damage from vehicles. Such wheel stop barriers must be located at least 1m from the trunk of any tree.

#### **I537.6.6. Frontage controls**

- (1) Sites having a Gateway Frontage control or Business Frontage control shown in I537.10.1 Silverdale 3: Precinct plan 1:
  - (a) Front yard:
    - (i) Sites with Gateway Frontage control (blue line) - A building or any part of a building must not be located less than 5m from the front boundary of the site.
    - (ii) Sites with Building Frontage control (green line) - A building must not be located more than 2m from the front boundary of the site.
  - (b) Other Yards
    - (i) The minimum side yard is 3 m for one yard and nil for the other.
    - (ii) The minimum rear yard is nil except for sites that adjoin Sub-precinct B where the rear yard is 4m.
- (2) Building Frontage Control (I537.10.1 Silverdale 3: Precinct plan 1 - green line)
  - (a) At least part of the main pedestrian entrance to a building must be on or within 3m of the site frontage.
  - (b) Verandahs must be provided in accordance with the following:
    - (i) have a minimum height of 3m and a maximum height of 4m above the footpath immediately below;
    - (ii) be no closer than 700mm to the edge of the road carriageway notwithstanding any other requirement of this standard;
    - (iii) include drainage to control rain run-off;
    - (iv) where glazed, be opaque or patterned glass; and
    - (v) have a minimum width of 4m.
  - (c) Glazing
    - (i) the ground floor of a new building must have clear glazing for at least 50 per cent of its width and 50 per cent of its height where the

elevation of the building fronts a street (excluding service lanes) or other open space.

(3) Gateway Frontage Control (I537.10.1 Silverdale 3: Precinct Plan 1 - blue line)

- (a) front yards must not be used for the storage of rubbish, materials, machinery or servicing.
- (b) buildings on sites subject to the Frontage Control must not have blank facades.

**I537.6.7. Vehicle access to activities and sites**

- (1) A site or activity in Sub-precinct A must not have direct vehicle access to the Hibiscus Coast Highway. The only access to the Hibiscus Highway must be via Painton Road.

**I537.6.8. Signs**

These rules apply to Signs (except billboards) that are part of a comprehensive development (see E23 Signs):

- (1) Free standing front yard signs:
  - (a) up to a height of 1.5m;
  - (b) up to a maximum area of 7m<sup>2</sup>; and
  - (c) one sign per site.
- (2) Signs attached to buildings within the Sub-precincts A and C must:
  - (a) be within the profile of the building and attached parallel to the façade of the building; and
  - (b) be such that no more than 30% of the area of the building façade shall be occupied by lettering or other parts of the sign (the area is defined by an imaginary best-fit box enclosing the sign).
- (3) Signs shall not be located within the front yard of sites subject to the Gateway Frontage Control on I537.10.1 Silverdale 3: Precinct plan 1.

**I537.7. Assessment – controlled activities**

There are no controlled activities in this section.

**I537.8. Assessment – restricted discretionary activities**

**I537.8.1. Matters of discretion**

The Council will restrict its discretion to all of the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant restricted discretionary activities in the overlay, Auckland-wide or zone provisions:

- (1) Development generally in accordance with I537.10.1 Silverdale 3: Precinct plan 1:
  - (a) the matters of discretion in Rule C1.9(3) of the general provisions;
  - (b) the degree of compliance with I537.10.1 Silverdale 3: Precinct plan1;
  - (c) the methods and measures to avoid land instability, erosion, scour effects from earthworks;
  - (d) the effects of development on the safe, effective and efficient operation of the transport system;
  - (e) the effects of development on connections between the Sub-precincts and the Hibiscus Coast Bus Station and the wider road network;
  - (f) the effects of residential development on the provision of a range of site sizes, the ability of buildings to front the street, the ability to manage reverse sensitivity effects associated with work / live activities;
  - (g) the effects of development on the ability for it to be serviced by the existing wastewater infrastructure;
  - (h) the degree of compliance with any approved catchment management plan; and
  - (i) the effects of development on the protection and retention of existing riparian vegetation.
- (2) Vehicle movement in the PM peak:
  - (a) the degree of compliance with the Integrated Transport Assessment required in the Special information requirements below; and
  - (b) the effects of traffic generated on the safe and efficient operation of the external road network in the PM Peak to a level where the effects are deemed unacceptable; including the cumulative effects of traffic from the Silverdale 3 Precinct accessing the external road network in the PM Peak.
- (3) New buildings or alterations and additions to buildings:
  - (a) the degree of compliance with I537.10.1 Silverdale 3: Precinct plan1;
  - (b) the effects of development on the local streetscape and sense of place;
  - (c) the effects of development as viewed as silhouettes from the surrounding area to positively contribute to the skyline and provide an attractive edge to the wider environment;
  - (d) the effects of buildings subject to the Gateway or Building frontage control on the ability to provide strong architectural form and a high quality visual appearance suitable for the gateway location;

- (e) the effects of façade glazing on the provision of pedestrian amenity and passive surveillance; and
  - (f) the effects of signage to ensure it is not a dominant element and is integrated within the building facades.
- (4) Drive-through restaurant, Entertainment Facilities, Offices up to 500m<sup>2</sup>, Retail for the sale of goods accessory to the main activity on the site, Trade Suppliers, Care Centres, Healthcare facilities, Industrial activities, Light Manufacturing and servicing:
- (a) the degree of compliance with I537.10.1 Silverdale 3: Precinct plan1;
  - (b) the effects of the proposal on the ability to locate offices towards the State Highway 1 and Hibiscus Coast Highway;
  - (c) the effects of the proposal on the ability to locate restaurants/cafes/shops adjacent to the Hibiscus Coast bus station focusing on Painton Road and Small Road;
  - (d) the ability of the areas of higher landscape amenity and the stormwater management areas to be utilised for locating Care centres and Healthcare facilities;
  - (e) Traffic and Transport effects:
    - (i) effects on the safe and efficient operation of the external road network;
    - (ii) effects on the queuing, parking and manoeuvring of vehicles on site;
    - (iii) effects of entry and exit point locations on the amenity values of adjoining sites;
    - (iv) effects of the proposal on the ability to optimise the use of a range of transport modes;
    - (v) effects of the proposal on the safety of pedestrians on and off site;
    - (vi) effects of the proposal on the ability to provide for cycle facilities having regard to anticipated levels of demand; and
    - (vii) effects of the proposal on the ability to provide parking in accordance with the Integrated Transport Assessment provided as a Special information requirement.
- (5) For development that does not comply with Standards I537.6.5, Protection and maintenance of trees in Sub-precinct A and Sub-precinct C, I537.6.3 work / live units, I537.6.4 landscaping in Sub-precinct A and Sub-precinct C , I537.6.6 Frontage controls, I537.6.7 vehicle access to activities and sites, I537.6.8 Signs, the Council will restrict its discretion to all of the following matters when assessing a restricted discretionary resource consent application:

- (a) Any special or unusual characteristic of the site which is relevant to the standard;
- (b) Where more than one standard will be infringed, the effects of all infringements considered together; or
- (c) The effects on the following relevant matters:
  - (i) Protection and maintenance of trees in Sub-precinct A and Sub-precinct C – effects on the ability to maintain or enhances the overall cohesiveness of the urban landscape for Sub-precincts A and C;
  - (ii) Work / live units – the effects on the amenity of residents and safe pedestrian access;
  - (iii) Landscaping in Sub-precinct A and Sub-precinct C – effects on the visual amenity values and visual character of the subject site or adjacent sites, effects on the ability of landscaping to be common with landscaping within areas of open space;
  - (iv) Frontage controls - the effects of buildings on the ability to provide strong architectural form and a high quality visual appearance suitable for the gateway location;
  - (v) Vehicle access to activities and sites - the degree of compliance with I537.10.1 Silverdale 3: Precinct plan1, effects on the safe and efficient operation of the Hibiscus Coast Highway, Silverdale interchange, State Highway 1 or Painton Road; and
  - (vi) Signs - refer to restricted discretionary activity matters of discretion in Matters E23.8.1 in Chapter E23 Signs.

#### **I537.8.2. Assessment criteria**

The Council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the relevant restricted discretionary activities in the overlay, Auckland-wide or zone provisions:

- (1) Development generally in accordance with I537.10.1 Silverdale 3: Precinct plan 1:
  - (a) the assessment criteria in Rule C1.9(3) of the general provisions apply;
  - (b) the extent to which the proposal complies with I537.10.1 Silverdale 3: Precinct plan 1;
  - (c) the extent to which the roading network is well connected;
  - (d) the extent to which the effects on the safe, effective and efficient operation of the transport system are managed including through the use of staging implementation;

- (e) the extent to which provision is made for appropriate connections between the sub-precincts, to all sites within the precinct; to the Hibiscus Coast Bus Station and to the wider road network, residential and business environments;
- (f) the extent to which the layout provides for housing densities in appropriate locations. This assessment will include consideration of whether higher density housing areas are located adjacent to open space or business areas and the extent to which a sense of spaciousness is maintained and enhances the Gateway;
- (g) whether sites proposed for intensive residential development have sufficient street frontage to allow dwellings to face the street, have sufficiently large sites to enable the provision of tree planting, open space areas, car parking areas and amenity areas;
- (h) the extent to which the proposal provides for an appropriate mixture of site sizes and locations appropriate for the range of activities provided for in the precinct;
- (i) for Sub-precinct C Work/Live, the extent to which site layout and building design minimises potentially adverse reverse sensitivity effects (such as noise, odour, dust) of business activities on adjacent residential land uses;
- (j) for Sub-precinct C Work/Live, the extent to which site layout and building design ensures that positive and compatible environments are created for both the residential and the work activities proposed;
- (k) for Sub-precinct C Work/Live, the extent to which development layout is designed in such a way as to mitigate any potential adverse effects of car parking, storage areas and outdoor activities and provide for legible and safe access for pedestrians;
- (l) whether development is be able to be serviced by existing wastewater infrastructure;
- (m) the extent to which services are designed to be provided in accordance with the Council's Standards for Engineering Design and Construction and Auckland Transport's Code of Practice (or any other relevant Codes of Practice);
- (n) whether the management of stormwater flows is consistent with any approved catchment management plan;
- (o) the extent to which the development positively contributes to the visual amenity values of the area as a backdrop to the Hibiscus Coast gateway;
- (p) whether the proposal provides appropriately for the protection of existing riparian vegetation; and

(q) whether the proposal provides for clusters of buildings in a vegetated framework.

(2) Vehicle movements in the PM peak:

- (a) the traffic generated should not adversely affect the safe and efficient operation of the external road network in the PM Peak to a level where the effects are deemed unacceptable; including the cumulative effects of traffic from the Silverdale 3 Precinct accessing the external road network in the PM Peak; and
- (b) the extent to which the adverse traffic effects are able to be avoided, or mitigated by improvements to or extension of the indicative road network, to ensure that any traffic effects are acceptable.

(3) New buildings or alterations and additions to buildings:

- (a) the extent to which the proposal complies with I537.10.1 Silverdale 3: Precinct plan 1;
- (b) the extent to which the use of retaining walls is minimised, and where they are used, whether the length is minimised and whether height is kept to no greater than 1.5m without a planted stepped setback;
- (c) the extent to which the design, scale and orientation of the building, and any related earthworks are comprehensively designed so that they are appropriate for the site; character and amenity outcomes sought for the precinct;
- (d) the extent to which the design and location of buildings contributes to the local streetscape and sense of place by responding to the planned future form and character of the surrounding area;
- (e) the extent to which the silhouette of the buildings as viewed from surrounding areas positively contributes to the skyline and provides an attractive edge to the wider zone and urban environment;
- (f) the extent to which the façade of buildings subject to either Gateway or Building Frontage Control have strong architectural form and have a high quality visual appearance suitable for the Gateway location;
- (g) the extent to which buildings subject to the Gateway Frontage Control are setback behind vegetation planted to achieve the vegetated framework that is a key feature of the I537.10.1 Silverdale 3: Precinct plan 1;
- (h) the extent to which signage is designed as an integrated part of the building façade and not the dominant element;
- (i) the extent to which landscape design contributes to a strong vegetated framework for the precinct through:

- (i) modulating and visually interrupting building mass;
  - (ii) screening utility areas and large carpark areas;
  - (iii) establishing spatial boundaries;
  - (iv) establishing a visual relationship to the wider landscape;
  - (v) contributing to the site legibility through reinforcing entranceways and delineating public and private areas;
  - (vi) creating a visual buffer between incompatible activities;
  - (vii) screening insensitive earthworks or retaining walls; and
  - (viii) creating a coherency within the site and to the wider landscape context.
- (j) the extent to which landscaping maintains or enhances the overall cohesiveness of the urban landscape for Sub-precincts A and C; and
- (k) the extent to which mature vegetation and large trees are retained on site. Retention of mature trees is particularly encouraged where their size, location or species make a significant contribution to the streetscape or where they could be logically incorporated to enhance on-site amenity.
- (4) Drive-through restaurant, Entertainment Facilities, Offices up to 500m<sup>2</sup>, Retail for the sale of goods accessory to the main activity on the site, Trade Suppliers, Care Centres, Healthcare facilities, Industrial activities, Light Manufacturing and servicing:
- (a) the extent to which the location and scale of proposed activities is suitable in the existing or proposed context through:
    - (i) offices being located towards the State Highway 1 and Hibiscus Coast Highway;
    - (ii) restaurants/cafes/shops being located adjacent to the Hibiscus Coast Bus Station, focusing on Painton Road and Small Road; or
    - (iii) care centres and healthcare facilities being located where they can benefit from areas of higher landscape amenity such as any stormwater management area or reserve.
  - (b) the extent to which the scale and location of activities is designed to ensure adverse amenity effects with respect to neighbouring residential areas are acceptable.
  - (c) the extent to which the traffic generated adversely affects the safe and efficient operation of the external road network including having regard to the cumulative effects of traffic from the precinct and whether any interim traffic effects arise from the extent to which the indicative road network is in place at the time of establishment of an activity;



- (d) whether there is sufficient space on site for queuing, parking and manoeuvring of vehicles using the site;
  - (e) the extent to which the location and width of entry and exit points to the site, and on-site parking areas, has an adverse effect on the amenity values of adjoining sites;
  - (f) whether the proposal includes travel demand measures, as appropriate, that optimise the use of modes such as shared parking arrangements, cycling, walking and carpooling in order to reduce the use of single purpose/occupant vehicle trips;
  - (g) the extent to which the proposal is designed to provide for the safe movement of pedestrians using the facilities as well as those passing by and moving between sites;
  - (h) the extent to which adequate cycle facilities are provided on site and located to encourage cycle use having regard to anticipated levels of demand;
  - (i) the extent to which parking areas are provided and managed, marked, and signposted so as to give effect to the criteria above and the recommendation contained within any submitted traffic assessment and management plan or Integrated Transport Assessment; and
  - (j) the extent to which where there is a parking shortfall the proposal includes provision for the ongoing monitoring of parking supply and demand and the effectiveness of any travel demand measures. For the avoidance of doubt this may entail the imposition of review conditions.
- (5) Protection and maintenance of trees in Sub-precinct A and Sub-precinct C:
- (a) the extent to which landscaping maintains or enhances the overall cohesiveness of the urban landscape for Sub-precincts A and C; and
  - (b) the extent to which mature vegetation and large trees are retained on site. Retention of mature trees is particularly encouraged where their size, location or species make a significant contribution to the streetscape or where they could be logically incorporated to enhance on-site amenity.
- (6) Work /Live Unit:
- (a) the extent to which the residential living floor area is of a scale and location suitable for residential living purposes;
  - (b) whether the residential living component of the building is accessory to the work component;
  - (c) the extent to which the pedestrian access to the building is designed to ensure that:

- (i) pedestrian movement and access is not compromised;
- (ii) the location of the access is safe and appropriate having regard to crime prevention through environmental design principles; and
- (iii) the access is suitably differentiated and legible with respect to access to adjoining, or neighbouring business premises.

(7) Landscaping in Sub-precinct A and Sub-precinct C:

- (a) the extent to which any reduction in the provision of on-site landscaping does not adversely affect the visual amenity values and visual character of the subject site or adjacent sites;
- (b) the extent to which the provision of open space or the provision of landscaping is in common with one or more adjoining sites to achieve a similar level of landscaping; and
- (c) the extent to which any reduction in landscaping is offset by other proposals to ensure there is no reduction of amenity values or the overall requirement to create a vegetated framework within which built development is sited in the Silverdale 3 Precinct.

(8) Frontage controls:

- (a) the extent to which the façade of buildings subject to either Gateway or Building Frontage Control have strong architectural form and have a high quality visual appearance suitable for the Gateway location; and
- (b) the extent to which buildings subject to Gateway Frontage Control are setback behind vegetation planted to achieve the vegetated framework that is a key feature of the Silverdale 3 Precinct.

(9) Vehicle access to activities and sites:

- (a) the extent to which the proposal complies with I537.10.1 Silverdale 3: Precinct plan 1; and
- (b) the extent to which any access generates unacceptable adverse effects on the safe and efficient operation of the Hibiscus Coast Highway; the Silverdale Interchange; State Highway 1 or Painton Road.

(10) Signs:

- (a) refer to restricted discretionary activity assessment criteria in Criteria E23.8.2 in Chapter E23 Signs.

**I537.9. Special information requirements**

An application for development generally in accordance with I537.10.1 Silverdale 3: Precinct plan 1 must be accompanied by:

- (1) An Integrated Transport Assessment, or an update to an existing Integrated Transport Assessment, prepared in accordance with the Auckland Transport

Integrated Transport Assessment Guidelines in force at the time of the application.

An application for the erection, addition to or alteration to buildings and accessory buildings must be accompanied by:

- (2) A perspective sketch or photomontage showing the proposed building when viewed from State Highway 1. The viewpoints for the photomontage or sketch should be agreed with the Manager, Resource Consents at Auckland Council.

**I537.10. Precinct plans**

**I537.10.1 Silverdale 3: Precinct plan 1**

