

# Silverdale West Dairy Flat Industrial Area Structure Plan

Engagement Summary on the Draft Structure Plan

August 2019



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# 1 Executive Summary

The Silverdale West Dairy Flat Industrial Area Structure Plan preparation is a prerequisite to determining the appropriate urban zoning of land which is currently zoned Future Urban in the Auckland Unitary Plan Operative in part. The structure plan forms part of the solution to Auckland's growth challenge by identifying land for additional jobs.

Preparing a structure plan is the first stage to enable and guide urban development. It is a non-statutory high-level plan that shows how an area of land can be urbanised, taking into account constraints and opportunities. It shows the arrangement of various land uses and infrastructure. It also shows how the area connects to adjacent urban areas and wider infrastructure networks. Important natural features and heritage values are identified. The structure plan will then become the basis for council initiated plan changes to achieve operative urban zones.

Overall 203 submissions were received on the Draft Structure Plan which was the second phase of consultation (public feedback was sought 25 March 2019 to 28 April 2019). Publicity and events that occurred during this period are discussed in Section 3. Feedback themes are discussed in Section 4.

The key themes are as follows:

- Support industry/jobs
- Oppose Staging - keep all of the area development ready by 2022 as in the Future Urban Land Supply Strategy
- Oppose Heavy Industry
- Need a wider range of landuses – commercial/ general business
- Support the transport network
- Support motorway ramps, bring Wilks Road interchange forward / ramps in both directions for all interchanges
- Oppose Rapid Transit Network (RTN) route – feedback refers to RTN as a road
- Support RTN/Public Transport
- Build infrastructure before growth
- Concern about how infrastructure will be funded, find alternative funding sources for infrastructure

## 2 Introduction

### 2.1 Background

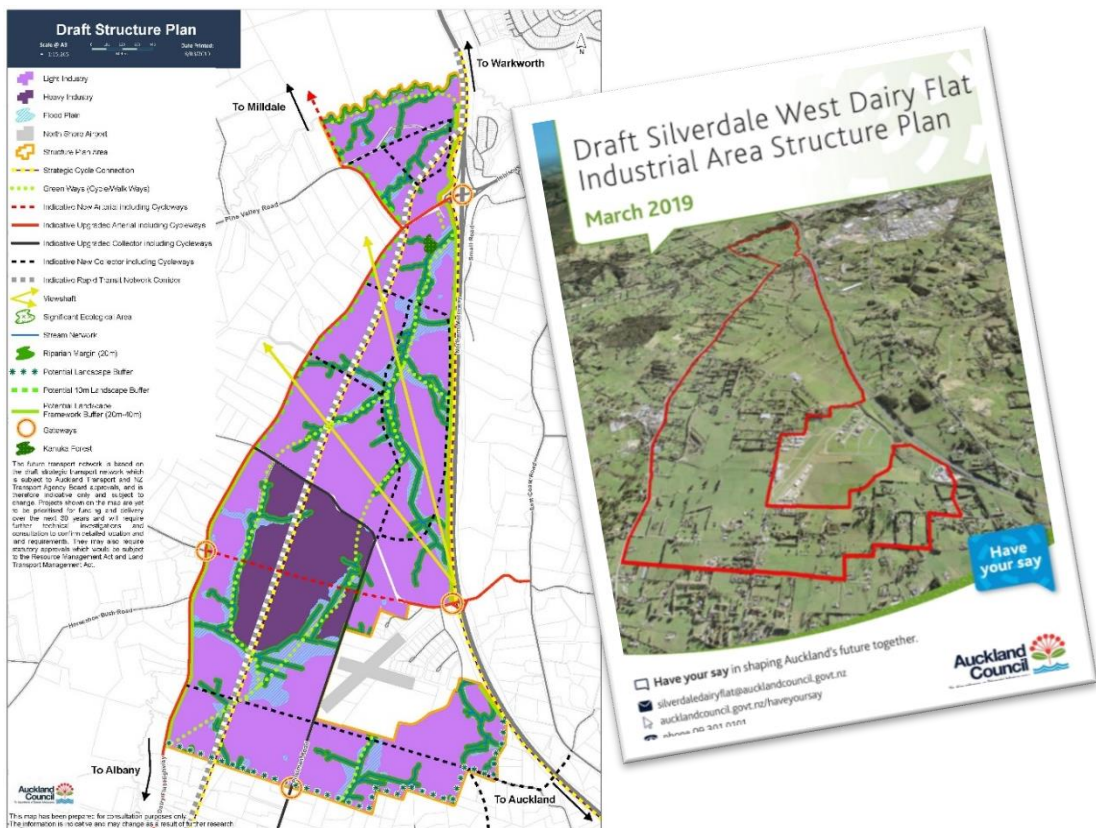
The first phase of public consultation for this structure plan occurred in early 2018. Public feedback was sought on the *Background Report* and associated topic papers. During this engagement period, 200 submissions were received. The summary of feedback was presented in the *Silverdale West Dairy Flat Business Area Structure Plan Engagement Summary Report (April 2018)*.

The second phase of consultation (for the Draft Structure Plan) is the focus of this report.

### 2.2 Engagement on the Draft Structure Plan

The Draft Structure Plan was open for public feedback from 25 March 2019 until 28 April 2019. Publicity and events that occurred during this period are discussed in Section 3.

Overall, 203 submissions were received on the Draft Structure Plan. Feedback themes are discussed in Section 4.



### 3 Public consultation initiatives

#### 3.1 Publicity

The Draft Structure Plan was publicised through various methods, as outlined below.

##### 3.1.1 Project webpage

The Draft Structure Plan and associated documents were made available on a dedicated webpage throughout the consultation period. This webpage was located at [www.aucklandcouncil.govt.nz/have-your-say](http://www.aucklandcouncil.govt.nz/have-your-say) and displayed contact details as well as upcoming engagement events. Submissions could also be lodged through this webpage. During the consultation period the main page had 1177 unique page views (being individual users and external to Auckland Council offices).

##### 3.1.2 Service centres and libraries

Copies of the Draft Structure Plan report, summary and feedback form (Appendix 1), and FAQ sheet were available in hardcopy at local centres. Locations were Orewa Service Centre, Albany Service Centre, Orewa Library, and Albany Village Library. Submissions could also be received at these locations in hard copy.

##### 3.1.3 Local media

An advertisement (shown right) appeared in the *Rodney Local Times* on 28 March 2019, publicising upcoming public drop-in events. An article in *Our Auckland* was published on 25 March 2019, being distributed online and in hard copy to the local area.

##### 3.1.4 Social media

Facebook posts publicising the Draft Structure Plan consultation were made on both the Rodney Local Board, and the Hibiscus and Bays Local Board Facebook pages.

##### 3.1.5 Mail-out

A letter was sent (20 March 2019) to landowners within, and adjacent to, the structure plan area, as well as several organisations. This letter provided an update on the project, and where more information can be found (Appendix 2).

##### 3.1.6 Email to stakeholders

An email was sent (27 March 2019) to the project's stakeholder list. The list includes attendees from previous drop-in events, previous submitters, those who have emailed the project email address in the past, and several organisations. The email provided an update and a link to the relevant consultation documents.



### 3.1.7 Mana whenua engagement

Mana whenua have been engaged on the project, with feedback received. This is a parallel process beyond the public consultation period. Discussion to date is provided in the Draft Structure Plan, and content will be further updated in the Final Structure Plan.

## 3.2 Public events

Following the well-attended structure plan events in 2018, the same venue (Dairy Flat Hall) was used for the 2019 engagement events. The format of the events was 'drop-in', with information boards displayed in the hall, and experts on-hand for questions. Events were well attended, receiving over 145 people over the two events.

The two events held were –

<b>Date</b>	<b>Time</b>	<b>Venue</b>
Saturday 6 April	10am-12pm	Dairy Flat Hall, 6 Postman Road, Dairy Flat
Wednesday 10 April	5.30pm-7.30pm	Dairy Flat Hall, 6 Postman Road, Dairy Flat

## 4 Feedback

### 4.1 Feedback statistics

#### 4.1.1 Responses received

Comments were received either by feedback form (online or via hardcopy), or by free text (emails, letters, reports).

Method	Number of submissions
Feedback form	108
Free text (e.g. email, letter)	95
	203

Of the feedback forms received, 35% were pro-forma (with a small number of these submitters also providing unique comments). 'Pro-forma' refers to submissions where the wording and content is the same across many submissions.

Feedback was received from both individuals and groups.

Individual or group submission	Number of submissions
Individual*	187
Group	16

*\* To note: several individual submitters were in support of submission #212 Wilks Road Land Owners Group (WRSLOG).*

Groups who provided feedback include the following (not a full list):

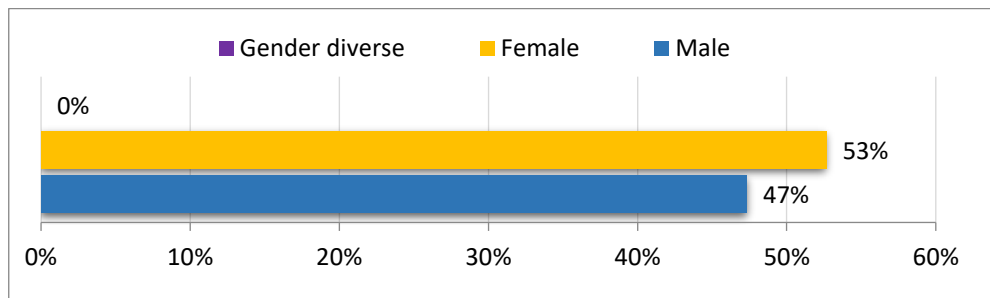
- Heritage New Zealand Pouhere Taonga
- Fulton Hogan
- Wilks Road Land Owners Group
- Dairy Flat School
- North Shore Aero Club
- Silverdale Area Business Association

#### 4.1.2 Demographics

The following demographic information has been collated from those submissions received via feedback form (being 53% of submissions received), and where demographic information was filled out.

## Gender

Respondents gender was closely balanced between male and female.



## Age

The majority of respondents were between 35 to 64 years of age.

Age	Number %
< 15	0%
15-24	2%
25-34	10%
35-44	21%
45-54	27%
55-64	36%
65-74	4%
75 +	0%

## Ethnicity

The largest number of respondents identified as being of European ethnicity (50%), followed by Other (34%), and Asian (15%).

Ethnicity	Number %
European	50%
Maori	0%
Pacific	0%
Asian	15%
M. East/Latin/African	1%
Other	34%

## Local Board

The majority of respondents identified as living in the Rodney Local Board area.

Local Board	Number %
Rodney	92%
Hibiscus and Bays	4%
Other	4%



## 4.2 Feedback received

The summary of feedback received includes comments from both feedback form submissions, and free-text responses.

### 4.2.1 Question 1 – Land use

We are proposing light and heavy industry land use. This land use will offer employment opportunities and services to the wider community.

#### Thinking about the proposed land use –

- **Q1a:** What do you like about this proposal?
- **Q1b:** What do you dislike about this proposal?

The responses to this question were themed into eleven categories. As shown in the table below, staging was a common topic with 22% of comments expressing opposition to the proposed staging. Comments relating to land use type were also prevalent with many comments stating that there needs to be a wider range of land uses. A number of comments expressed support for industry/job creation. The themes are discussed below.

Themes	Number of comments relating to theme	% of comments
1 Dislike everything	16	3%
2 Support structure plan	12	2%
3 Oppose structure plan	11	2%
4 Support staging	7	1%
5 Oppose staging	127	23%
6 Oppose Heavy Industry	71	12%
7 Relocate Heavy Industry	43	7%
8 Support industry/jobs	82	14%
9 Need wider range of landuses	105	18%
10 Need community facilities	78	13%
11 Landuse other	32	5%

#### Dislike everything

Several respondents said they liked nothing about the proposal. This theme accounted for 3% of comments received for Question 1. Concerns were raised over proposed industry being so close to the school, that infrastructure was not yet in place (particularly regarding traffic), and that the proposal will destroy the green space and disrupt the existing residential area.

*“I dislike that the heavy industrial zone will be close to the Dairy Flat school and to future residential housing”*

### Support structure plan

Several comments were made in support of the structure plan. Comments were around the need for more industrial land in Auckland, with expressions of support for progress being made.

*“Good idea since no industrial land left in Auckland but too long”*

### Oppose structure plan

A number of comments were made opposing the structure plan. Comments referred to disliking the proposed industrial land use, for infrastructure to be in place first, and that it was an area for farming and lifestyle.

*“Nothing really to like as I believe we need a green belt around the north shore and industrial land should be confined to areas closer to the city”*

*“I don't think we need heavy industry here with all its associated pollution in both noise and environment”*

### Support staging

A small amount of comments expressed support for staging. Respondents said they were supportive of the long-term thinking, with some recommending an adjustment to the staging boundaries.

*“the staging suggested reassures me it is long term thinking, that nothing will happen in 5 minutes”*

### Oppose staging

A significant number of comments stated opposition to the proposed staging timeline. Comments included wanting clarity around when development would occur (actual staging dates), that the staging was too slow (live zoning needs to occur faster), for staging boundaries to be amended, to leave later staged land as FUZ, to develop the area all at once, and to extend Stage 1 to Wilks Road.

*“Against three-stage development, such a scheme will only increase the development cost and delay the development time”*

*“The timing of the proposed development and lack of infrastructure again are both very concerning as infrastructure should be in place well before any development”*

*“The major departure from the Staging of the development program, with the Business and Employment zone, previously confirmed as being "developer ready" in its entirety, by 2022. We are now informed that this will be extended out to 2048. Review staging program to remain in line with FULSS for SWDF area i.e. 2022”*

### **Oppose Heavy Industry**

Many comments were received expressing opposition to the Heavy Industry zone. Concerns include having a Heavy Industry zone close to a school and day care, that there has been no mention of Heavy Industry through the process, potential pollution and noise, that the local and wider community would not be able to work there and afford to live close by, that they opposed industry zoning, or preferred light industry rather than heavy industry, or light industry with a mix of other business, and oppose heavy industry near streams.

*“I don’t believe heavy industrial is an appropriate use of this land so close to residential areas. A mixed business use would be more suitable and definitely not heavy industrial”*

*“On the north especially around the Silverdale, Orewa, Dairy Flat, Albany area, most people that live there (because of the high house prices) are not the type of people that you will find working on a Factory Floor manufacturing stuff because the jobs will simply not pay enough \$\$\$ to afford people to live in the area”*

*“Not convinced about heavy industry area. Is the demand there? Does it warrant excluding the flexibility that light industry allows?”*

### **Relocate Heavy Industry**

Several comments were received regarding relocating the proposed Heavy Industry area. Comments include that heavy industry should be located north of Wilks Road, between John Creek and SH1.

### **Support industry/jobs**

A number of comments expressed support for the creation of more job opportunities through industrial land use. Comments include support for providing more jobs to the local area, greater employment opportunities for new housing developments (e.g. Red Beach and Milldale), that there is a shortage of industrial land, would like to see industry around the airport, want employment closer to Milldale, and industry could provide opportunities for wider business development in the area.

*“More employment opportunities near the Coast”*

*“We can appreciate the need to have an industrial/business area to service the wider urban plans”*

*“Employment closer to the new housing developments in Red Beach and Milldale”*

### **Need wider range of landuses**

A significant number of comments were received around the need for a wider range of land uses. Comments include wanting more employment opportunities outside of industry (i.e. other business, commercial office), land use with greater flexibility which responds to community needs, need shops, area should be a business and residential mix, add

neighbourhood centres, rezone Pine Valley block to commercial retail, east of Postman Road for housing, expand Kahikatea Flat area to include Mixed Rural to Wilks Road.

*“I think that this proposal offers a very narrow range of working opportunities and does not consider other business hubs“*

*“we were told there would be a good diverse mix of all types of uses. Light and heavy industrial doesn't appeal to residents, it will mean more trucks, more noise. We don't want to be another Penrose. Industrial, is this where the jobs are? why don't you create a centre for innovation and technology?“*

### **Need community facilities**

Many comments sought for the area to respond to community needs by providing for a wide range of social infrastructure.

*“Creating a town centre for Dairy Flat is important to create a community hub and this again needs to be planned prior to development“*

*“Need a library and community centre“*

### **Landuse other**

This theme captured a variety of comments relating to land use, accounting for 5% of comments received for Question 1. Comments include –

*“Auckland is building up too fast“*

*“Any late stage demand analysis should be done closer to when the land would be ready for development, maybe by one decade prior“*

*“The current unitary plan air quality guidelines allow for emissions such as sulphur dioxide at higher levels than the World Health Organisation recommend therefore there should be a massive buffer zone between any industry and residential housing“*

*“There needs to be stronger mechanisms to make it impossible for private plan changes to rezone the industrial land for residential use“*

*“Dairy Flat will lose the community feel“*

*“Not consistent with NPS UDC“*

*“Destroying wealth in properties“*

## 4.2.2 Question 2 – Green network

We are proposing a green network. This network will offer cycleways, walkways, landscaping, ecological linkages connecting the stream network, and general recreational opportunities for workers and the wider community.

### Thinking about the green network –

- **Q2a:** What do you like?
- **Q2b:** What do you think could be improved?

The responses to this question were themed into seven categories. As shown in the table below, the majority of comments expressed support for the green network, with a few comments seeking more open space. The themes are discussed below.

Themes	Number of comments relating to theme	% of comments
12 Like green network	53	65%
13 Need more open space	8	10%
14 Too much green space	2	2%
15 Support landscape buffers	4	5%
16 Oppose landscape buffers	2	2%
17 Protect/restore streams	1	1%
19 Open space other	12	15%

### Like green network

The majority of comments indicated support for the green network. This theme accounted for 65% of the comments received for Question 2. Many liked that green areas were being considered, that it allowed people to go for walks locally, offers a healthy transport alternative, support cycling facilities, and were pleased with the proposed environmental integration.

*“Support Council’s proposal to utilise the streams and flood plains for green network which can also be recreational”*

*“Happy with location of green network. A space for horse riding like Sanders reserve in Albany would be good as Dairy Flat is a horse focused community as is Kaukapapa and Waitoki”*

*“the balance between work, environment and recreational is achieved”*

*“the green network idea works in well with the amenity and nature of what this area is. It is semi-rural, with many leisure activities (cycling, horse riding, walking) being a healthy part of this way of life. However, sadly heavy industrial objectives and green objectives don’t usually co-habit successfully”*

### Need more open space

A few comments were received seeking more open space. Comments generally stated that the proposal should maximise the amount of green area, with some comments seeking more areas for horse riding.

*“there should be as much green network as the scheme will allow”*

*“the more greenery the better”*

### Too much green space

Two comments were received stating that green space was not a priority in the area.

*“Definitely there is need for footpaths plus the odd park or green area, but beyond that in an industrial area is extravagant”*

*“Too much green space given industrial use”*

### Support landscape buffers

Of the comments received for Question 2, 5% of comments expressed support for landscape buffers.

*“In order to protect the amenity of my property from the proposed Industrial zone I like the plan to have a 20m to 40m landscape buffer running the length of Dairy Flat Highway”*

### Oppose landscape buffers

Two comments were received opposing the proposed landscape buffers.

*“landscape buffer to wide”*

### Protect/restore streams

One comment was categorised to this theme. The comment sought for the protection and replanting of stream margins.

### Open Space other

Twelve comments were received which do not readily fit under an above theme. Comments include -

*“I like the idea however you need to add in Bridleways for horse riders so that there are more safer roads to ride our horses on”*

*“Links to the Green Road Park”*

*“infrastructure, i.e. parking etc needs to be addressed”*

*“Fairly vandal proof signage which informs readers/users as to what and why and how they can contribute more”*

*“Support cycle track”*

*“Realign greenway at 1350-1360 Dairy Flat Highway”*

*“Appears flood plains to be used as recreation areas - need other areas”*

*“Stringent stormwater control to prevent pollution”*

*“Use native trees”*

### 4.2.3 Question 3 – Transport

We are proposing an integrated transport network. This network combines what has been previously consulted and planned through the Supporting Growth project (i.e. upgraded and new arterials, a new motorway interchange, strategic cycleway, and rapid transit).

This question focuses on the smaller, more local connections within the structure plan area (i.e. local cycling and walking routes, new collector roads).

#### Thinking about the transport network –

- **Q3a:** What do you like?
- **Q3b:** What do you think could be improved?

The responses to this question were themed into nine categories. Out of the comments received for Question 3, 24% comments showed support for the transport network, with 18% of comments supporting the proposed motorway ramps. Comments expressed mixed support for the Rapid Transit Network (RTN) route, with 15% of comments expressing opposition to the proposed route, and 6% expressing specific support for the proposed route. A large portion of comments couldn't be attributed to a specific theme, with 20% of comments falling under the 'Other transport' theme. The themes are discussed below.

Themes	Number of comments relating to theme	% of comments
20 Support transport network	73	24%
21 Support motorway ramps	57	18%
22 Support walking/cycling	11	4%
23 More park and rides	4	1%
24 Support RTN/PT	19	6%
25 Oppose RTN route	48	15%
26 Transport before growth	18	6%
27 Fix existing congestion	17	5%
28 Other transport	63	21%

### Support transport network

A large number of comments expressed support for the proposed transport network. Comments include support for rapid transit, integration with the wider area, new and upgraded roads, provision for cycling, need for better roads, and support for public transport.

*“It is good future planning being put into this but it needs to move ahead asap as already struggling to keep up with growth”*

*“cycling separation is excellent on all proposed roads”*

*“very necessary. Too much traffic congestion”*

*“[needs to be] well connected as part of the wider transportation strategy, in response to the needs of each zone and use”*

### Support motorway ramps

Several comments were in general support for proposed interchanges, with numerous comments around the phasing of construction and that on and off ramp upgrades should occur before development (as congestion is already an issue for the area). Many comments sought for the construction of the Wilks Road interchange be brought forward. Comments also suggested that all interchanges should have north and south facing ramps.

*“Wilks Rd new arterial should be for north and south bound which will take pressure off Silverdale on/off ramps which will be chaotic with increased Milldale residential”*

*“The Wilks Road motorway connection should be included in the phase 1 development of the area”*

*“I think that the Wilks Road motorway interchange should be given priority in order to help ease congestion”*

### Support walking/cycling

Not many comments were received in regard to walking and cycling. Comments generally supported the proposal.

*“The more walking and cycling pathways the better”*

### More park and rides

Comments around park and rides stated the need to address current parking issues as well as those of the future.

*“Parking. What plans are there to accommodate the massive increase in commuter cars that need all-day parking if people are to take public transport to work in the city”*



### Support RTN/PT

A small number of comments specified support around the proposed RTN and PT. Comments expressed general support for public transport improvements, the need for the network to connect to the existing Northern Busway and wanting more weekend services.

*“plan for future transport methods, and public transport”*

*“Providing more convenient transportation to the people”*

*“There needs to be provision made for future rapid rail. Buses are too slow”*

### Oppose RTN Route

Many comments (15%) expressed opposition to the proposed RTN route but it seems that this was interpreted as being a road rather than an RTN route.

*“Oppose new main road, support original plan to expand Postman Road”*

### Transport before growth

Several comments stated that it is important for transport infrastructure to be in place before development occurs. Comments referred to roads already being congested and/or unsafe, and park and rides being busy.

*“Get the transport network sorted first - the roads are not coping now!”*

### Fix existing congestion

Similar to the previous theme, several comments seek for existing congestion issues to be fixed. Safety concerns were raised, along with commuter traffic being a problem in the area.

*“focus on upgrading roads and making them safer”*

### Other transport

Of the comments received for Question 3, 21% were not readily placed into one of the above themes. Comments received were around speed limits (particularly for Dairy Flat Highway), creating access to the airport, needing rail for goods as well as passengers, and for there to be good urban design. Comments include -

*“I like infrastructure which is giving access to economy growth and public access”*

*“It is going to cause so much disruption with the surrounding homes. The current road works are an example where no communication was provided about the different stages being done and when it was going to occur”*

*“Maintenance of infrastructure and roads is poor in Rodney under the Auckland Council”*

*“Roading infrastructure improvements are well overdue”*

“Safer passage for pedestrians, cyclists and equestrians on the likes of Basden, Blackbridge, and Horseshoe Bush Rd”

#### 4.2.4 Question 4 – Other general

Do you have any other comments about structure planning for Silverdale West Dairy Flat’s future?

This question sought to capture comments or views which may not have been prompted by the previous three questions. There are 198 comments attributed to the themes in the below table. Some comments do overlap with previous questions and their feedback themes. Notably ‘funding’ was a topic of significant interest, contributing to 52% of the overall comments received.

Themes	Number of comments relating to theme	% of comments
29 Infrastructure before growth	5	3%
30 Infrastructure Other	52	25%
31 Stormwater/Flooding	7	4%
32 Heritage	1	1%
33 Funding	102	51%
34 Protect Airport	5	3%
35 Oppose Airport Expansion	4	2%
36 Site Specific with SP Area	4	2%
37 Change outside SP Area	7	4%
38 Other	11	5%

##### Infrastructure before growth

Comments related to requiring infrastructure to be in place before development occurred.

##### Infrastructure Other

Infrastructure was a popular topic, making up 25% of comments received for Question 4. Comments include wanting to see the alignment of the Orewa 3 watermain along roads, construct new water reservoirs on East Coast Rd and Wilks Rd West (hilltops), and for the consideration of energy and telecom provisions.

##### Stormwater/Flooding

A few comments have been attributed to this theme. Comments include wanting to see the implementation of flood plain reduction measures, seeking clarity on whether floodplains are unavailable for development, seeking a review of the catchment analysis, and for streams to be properly classified.

## Heritage

A heritage comment was received seeking that the Kelly Homestead be formally evaluated, that further work be done in regard to Wade Junction Hotel, to assess the rest of the area, and undertake notable tree research.

## Funding

Funding was a popular topic for Question 4, making up 51% of the comments received. Comments include that long term investors may be reluctant, that a staging delay adds to costs, to review funding mechanisms (i.e. explore alternate sources), and to look to alternate ways to deliver infrastructure. It was also suggested that in terms of private funding contributions toward infrastructure, it was more likely to be available if residential development is provided.

## Protect Airport

Comments received sought that there is more consideration of the airport in the plans. The key issues raised include:

- The impact of road upgrades on the current and future operation of the airport, particularly Postman Road
- The lack of recognition of the airports' runway expansion plans and the need for runway end safety areas
- The lack of recognition of the airport as a destination and a piece of regional infrastructure
- Effects from the heavy industry zone, such as air discharges, on aircraft operation
- Concern about the effects of landscaping and stormwater management devices on aircraft operation.

## Oppose Airport Expansion

Comments received wanted the airport moved, or for expansion not to occur. Comments also included that use of 50 seat aircraft was purely suggestive and there was concern about the strategic protection of a privately owned aeroclub.

*"We are also against any planned expansion of the nearby airfield as we battle noise issues now"*

*"With having neither information at hand or any business case study, nor knowing of any land purchase for the purpose of a runway extension, or any private plan changes applied for by the aeroclub, the idea appears wishful thinking"*

## Site Specific within SP Area

A few comments were received seeking site specific changes within the structure plan area. This included realigning the proposed Pine Valley/Argent Lane arterial link to Milldale and reassessing land use adjoining it. The comments also include a request to

realign the proposed greenway in the south west corner of the structure plan area to align with the stream.

### **Change outside SP Area**

A few comments were received seeking changes outside the structure plan area. Comments include a change from Mixed Rural zone to Countryside Living zone for the land to the west of the structure plan area, for 146 Pine Valley Road to be included in the structure plan area or locate the new arterial intersection further to the east, for the rest of the FUZ to be subject to structure planning, and for industrial land to be shown adjoining the existing Kahikatea Flat Road industrial area.

### **Other**

A mixture of comments were received that did not readily fall into the above themes. Comments include –

*“Disadvantages home owners who can’t do anything for 30 years”*

*“Stage light industry first”*

*“Need hospitals, schools, shopping centres etc.”*

*“Protect mixed rural zone”*

*“Change air quality rules”*

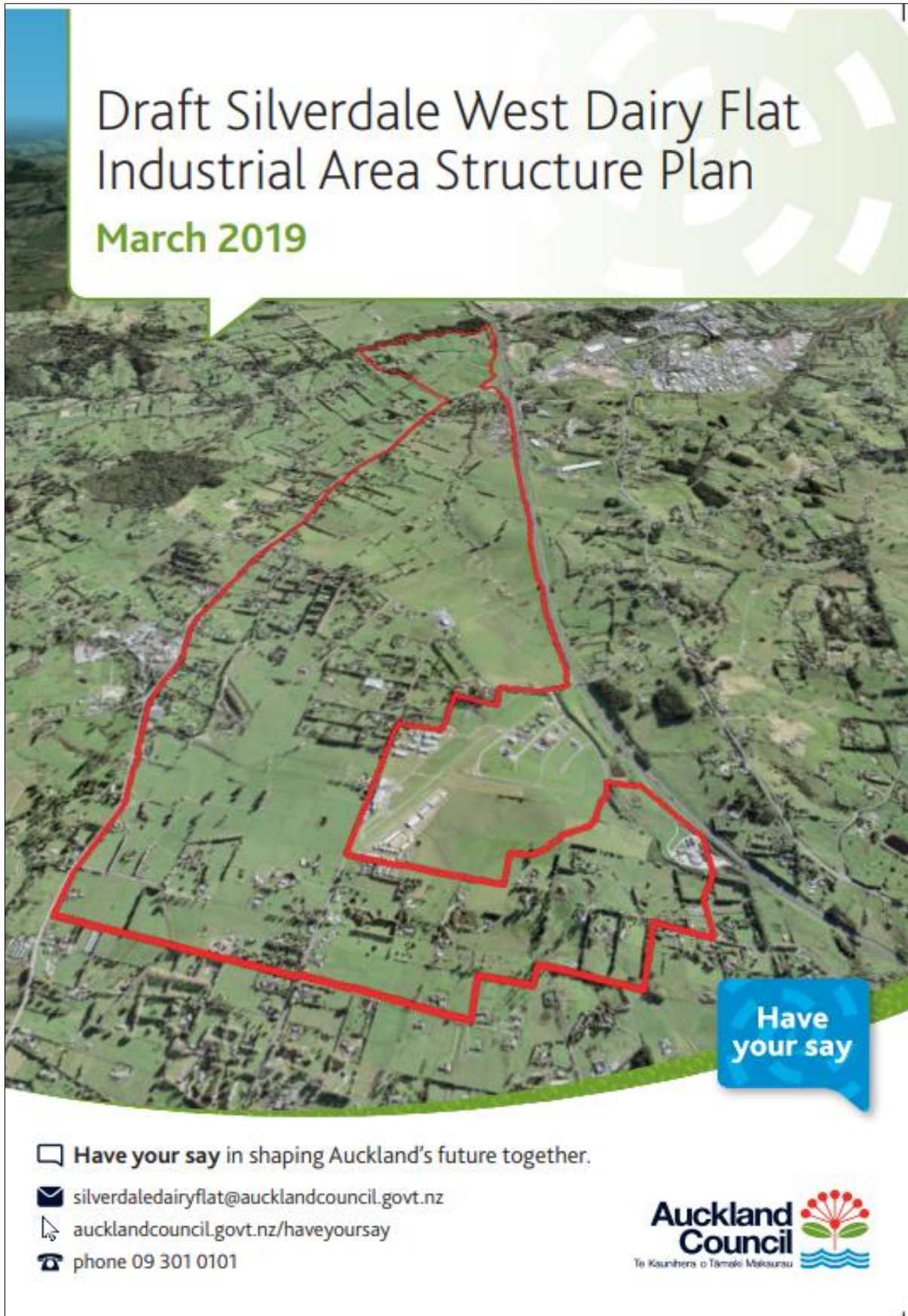
*“Control heavy metals”*

*“Apply neighbourhood design principles”*

*“Rename area”*

## **5 Appendices**

### Appendix 1 Summary brochure and feedback form




The image shows the cover of a brochure for the 'Draft Silverdale West Dairy Flat Industrial Area Structure Plan' dated 'March 2019'. The cover features an aerial photograph of a rural area with a red outline indicating the industrial area. A large gear icon is visible in the background. At the bottom, there is contact information for 'Have your say' and the Auckland Council logo.


# Draft Silverdale West Dairy Flat Industrial Area Structure Plan


**March 2019**

**Have your say**


**Have your say** in shaping Auckland's future together.

 [silverdaledairyflat@aucklandcouncil.govt.nz](mailto:silverdaledairyflat@aucklandcouncil.govt.nz)

 [aucklandcouncil.govt.nz/haveyoursay](http://aucklandcouncil.govt.nz/haveyoursay)

 phone 09 301 0101

**Auckland Council**  
Te Kaunihera o Tāmaki Makaurau



## Silverdale West Dairy Flat Industrial Area Structure Plan

This is a summary of the structure plan and a feedback form.

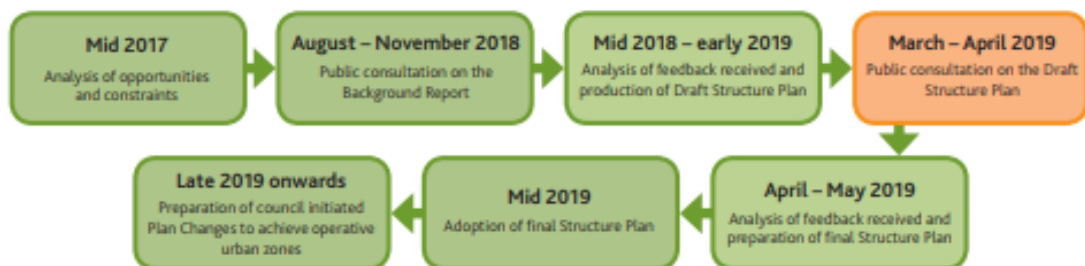
We want to hear from you. We are consulting on a Draft Structure Plan for the Silverdale West Dairy Flat area. This area is currently zoned Future Urban and is proposed to be developed for light industry. It is sequenced to be development ready in the period 2018 – 2022. Development ready means that the land has had a structure plan prepared, is zoned for urban uses in the Auckland Unitary Plan and infrastructure is available.

### What is a structure plan?

A structure plan guides the future urban development of an area, taking into consideration constraints and opportunities. It shows proposed land use, infrastructure, connections to the wider area, and takes in to account environmental, social and cultural values.

### Vision

The Silverdale West Dairy Flat Industrial Area provides the wider Silverdale, Wainui, and Dairy Flat future urban area, and the sub-region, with land for industrial activities and industrial employment opportunities which meet current and future demands, in a quality low-impact built environment, and a quality natural environment.



### Why is industrial land use proposed?

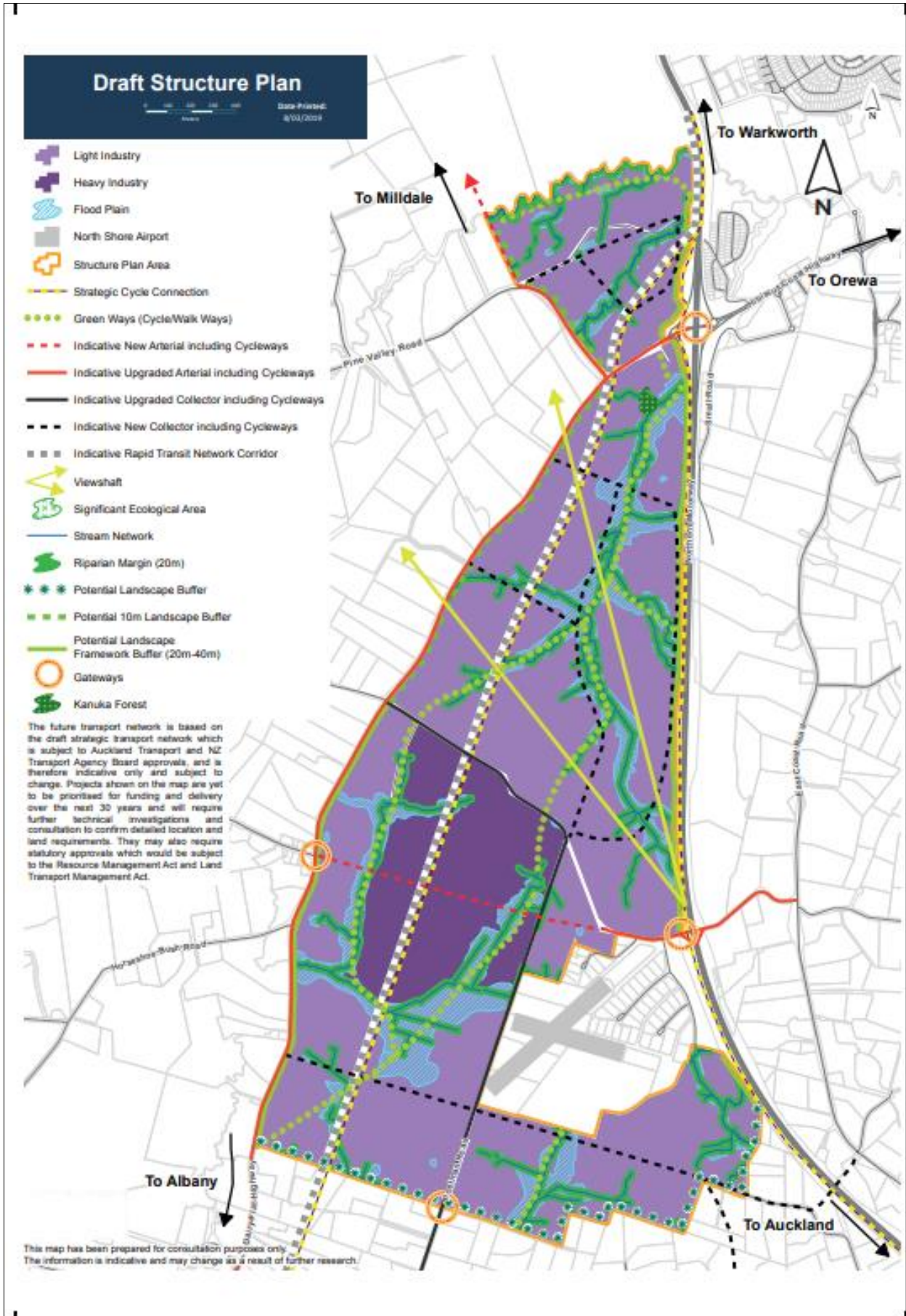
Silverdale, Wainui, and Dairy Flat will become one of Auckland’s key growth areas in the next three decades.

Research indicates that a significant amount of industrial land will be required in the Silverdale, Wainui, and Dairy Flat area.

Provision of industrial land will provide employment, as well as services for the growing community (e.g. vehicle repair, warehouses and manufacturing, such as house

components). Identifying a long-term supply of industrial land for these activities is important as it is difficult to repurpose land for industrial use once it has been developed for other uses.

Structure planning for the wider area (at a later date) will include residential areas, a significant town centre in the southern Dairy Flat area, general business areas, and local and neighbourhood centres.





# Draft Silverdale West Dairy Flat Industrial Area Structure Plan

## Feedback Form Questions



**Online:**  
[aucklandcouncil.govt.nz/haveyoursay](http://aucklandcouncil.govt.nz/haveyoursay)

**Email:**  
 Send a scanned form (or free text) to  
[silverdaleindustrial@AucklandCouncil.govt.nz](mailto:silverdaleindustrial@ AucklandCouncil.govt.nz)

**In person:**  
 Visit us at our drop-in events (found online), or drop your completed form off at the Albany or Orewa service centre or library

**By post:**  
 Place your completed form in an envelope and send it to the following freepost address:

Auckland Council  
 Plans and Places (Planning – North, West and Islands)  
 Freepost Authority 181381, Private Bag 92300,  
 Victoria Street West, Auckland 1142

**Feedback must be received by 28th April 2019 (midnight)**

### Contact details

Your name and feedback will be included in public documents.

All other personal details will remain private.

First name: \_\_\_\_\_

Last name: \_\_\_\_\_

Email address: \_\_\_\_\_

Postal address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Postcode: \_\_\_\_\_

Your local board: \_\_\_\_\_

### Is your feedback on behalf of an organisation?

Yes – I am the official spokesperson for the organisation

No – these are my own personal views

If yes, what is the name of your organisation?

\_\_\_\_\_

\_\_\_\_\_

We have a few optional questions which will help us understand a bit more about you. The following questions help us understand what groups of the community are engaging with the council.

All questions are optional and all personal information will remain private.

### Do you live or own property in the structure plan area?

Yes – I live there

Yes – I own property but don't live there

No

### What suburb do you live in?

Silverdale  Dairy Flat  Whangaparaoa

Albany  Other Rodney  Other North Shore

Other (please specify)

### Are you?

Male  Female  Gender diverse

### What age group do you belong to?

<15  15-24  25-34  35-44  45-54

55-64  65-74  75+

### What ethnicity(s) do you identify with?

(tick all that apply)

NZ European  Maori  Samoan


Tongan  Chinese  Indian

Other (please specify): \_\_\_\_\_



## Draft Silverdale West Dairy Flat Industrial Area Structure Plan

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NZ European  Maori  Samoan

Tongan  Chinese  Indian

Other (please specify): \_\_\_\_\_



**Auckland Council**  
Te Kaurihera o Tāmaki Makaurau

1. We are proposing light and heavy industry land use. This land use will offer employment opportunities and services to the wider community?

**Thinking about the proposed land use –**

What do you like about this proposal? \_\_\_\_\_

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What do you dislike about this proposal? \_\_\_\_\_

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2. We are proposing a green network. This network will offer cycleways, walkways, landscaping, ecological linkages connecting the stream network, and general recreational opportunities for workers and the wider community.

**Thinking about the green network –**

What do you like? \_\_\_\_\_

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What do you think could be improved? \_\_\_\_\_

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3. We are proposing an integrated transport network. This network combines what has been previously consulted and planned through the Supporting Growth project (i.e. upgraded and new arterials, a new motorway interchange, strategic cycleway, and rapid transit).

This question focuses on the smaller, more local connections within the structure plan area (i.e. local cycling and walking routes, new collector roads).

**Thinking about the transport network –**

What do you like? \_\_\_\_\_

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What do you think could be improved? \_\_\_\_\_

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4. Do you have any other comments about structure planning for Silverdale West Dairy Flat's future?

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Need more room? You can attach extra pages, but please make sure they are A4 and also include your name and contact information.

All personal information that you provide in this submission will be held and protected by Auckland Council in accordance with our privacy policy (available at [aucklandcouncil.govt.nz/privacy](http://aucklandcouncil.govt.nz/privacy) and at our libraries and service centres) and with the Privacy Act 1993. Our privacy policy explains how we may use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information.

We recommend you familiarise yourself with this policy.



## Appendix 2 - Letter to landowners



25 March 2019

Dear Landowner or Occupier

**Subject: Draft Silverdale West Dairy Flat Industrial Area Structure Plan**

You are receiving this letter because your property is within or adjacent to the structure plan area and we want to let you know about the Draft Silverdale West Dairy Flat Industrial Area Structure Plan public consultation, happening soon.

### Background

On 1 August 2017 the council's Planning Committee agreed that the council should prepare a structure plan for the Silverdale West Dairy Flat area identified in the council's Future Urban Land Supply Strategy 2017 (FULSS).

In the FULSS, the Silverdale West Dairy Flat area is intended to be ready for development in the period 2018 – 2022. Ready for development means that the land has had a structure plan prepared, is zoned for urban uses in the Auckland Unitary Plan and infrastructure is available. The Future Urban zoned land directly outside of the structure plan area is intended to be ready for development in the period 2033-2037.

### Progress to date

Technical analysis of opportunities and constraints for the Silverdale West Dairy Flat area was undertaken in late 2017 and is summarised in the structure plan *Background Report*. This report was the subject of public consultation from December 2017 – February 2018. Feedback on the *Background Report* and further technical input informed the preparation of the Draft Structure Plan.

### What's happening now?

A Draft Structure Plan has been prepared and we are now seeking your feedback on this plan during the period between **25th March 2019 and 28th April 2019**. Information on the Draft Structure Plan will be available during this time at [www.aucklandcouncil.govt.nz/have-your-say](http://www.aucklandcouncil.govt.nz/have-your-say). The Draft Structure Plan will also be available to view at Orewa and Albany service centres and libraries.

We will be holding two drop-in events on the Draft Structure Plan.

Date	Time	Venue
Saturday 6 April	10am - midday	Dairy Flat Hall
Wednesday 10 April	5.30pm – 7.30pm	6 Postman Road, Dairy Flat (Corner Postman Road and Dairy Flat Highway)



*There will not be a presentation, but staff will be available to talk through the Draft Structure Plan and answer any questions.*

Anybody can provide feedback on the Draft Structure Plan during the abovementioned period, and we want to ensure that you are aware of that opportunity.

A map of the Draft Structure Plan can be found on the attached page.

#### **Partnering with the Supporting Growth Programme**

One of the technical reports supporting the draft structure plan is an Integrated Transport Assessment (ITA) which discusses the scale and staging for key components of the future transport network. The ITA is based on a draft strategic transport network being developed as part of the Supporting Growth Programme, but includes detail on what collector roads are needed.

The Supporting Growth Programme is a collaboration between Auckland Transport, Auckland Council and the NZ Transport Agency. The draft strategic network has not yet been approved by the Auckland Transport and NZ Transport Agency boards, and is therefore still subject to change.

The Supporting Growth team is planning to confirm its approved network plans and share further information with the community mid-2019.

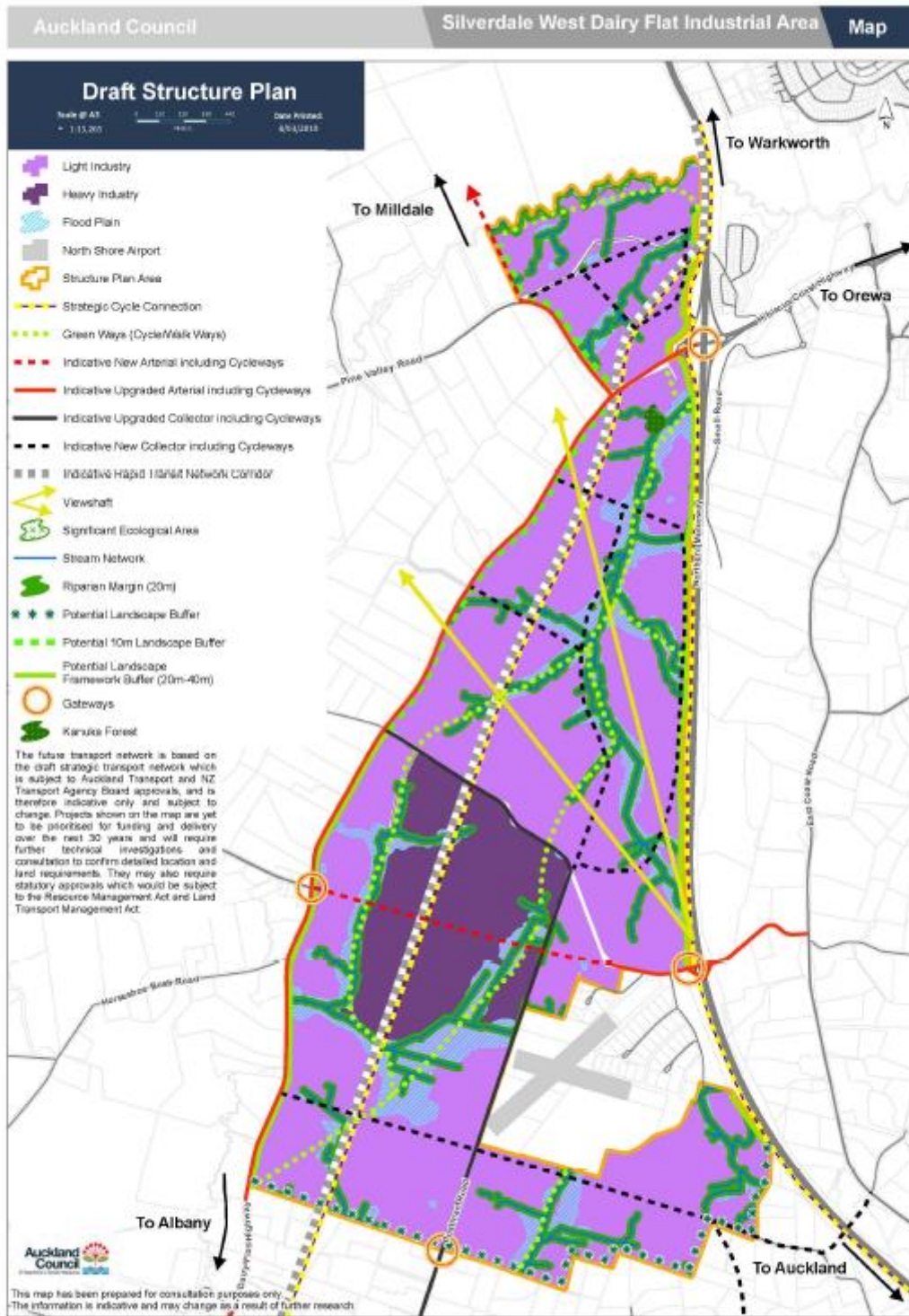
To find out more or to speak to one of the Supporting Growth team members: visit [www.supportinggrowth.govt.nz/have-your-say/north-auckland/](http://www.supportinggrowth.govt.nz/have-your-say/north-auckland/), phone 0800 4769 255 (GROW AKL) or email [info@supportinggrowth.nz](mailto:info@supportinggrowth.nz).

The Supporting Growth team will also be joining us at our structure plan drop-in events where you will be able to speak to team members directly.

If you have further questions on the process please contact Dave Paul, Principal Planner who is leading the project at [dave.paul@aucklandcouncil.govt.nz](mailto:dave.paul@aucklandcouncil.govt.nz) or on 09 890 8276, or contact the project email address at [silverdaledairyflat@aucklandcouncil.govt.nz](mailto:silverdaledairyflat@aucklandcouncil.govt.nz).

Yours sincerely

Dave Paul Principal Planner  
North West and Islands





Find out more:  
visit [www.aucklandcouncil.govt.nz](http://www.aucklandcouncil.govt.nz)