

SILVERDALE CENTRE PLAN

MAHERE Ā-ROHE O SILVERDALE

NOVEMBER 2015

**Hibiscus and Bays
Local Board**



Auckland Council

HE MIHI

SILVERDALE CENTRE PLAN

Whakarongo ake au ki te tangi ā te Tui.
Tui – tui – tui-tuia.
Tuia i runga, tuia i raro.
Tuia i waho, tuia i roto.
Tuia te here tangata kā rongo te Pō, kā rongo te Ao.
Tuia te Mahere Matua o Tāmaki Makaurau.

Tihei Mauriora.

E ngā Reo, e ngā Mana, e ngā Waka – tena koutou katoa.
Ki ngā Mana Whenua, ngā Mataawaka o ngā rohe o Tāmaki Makaurau.
Ko te wawata – kia piki te ora, kia piki te kaha kia koutou katoa.

Ka tangi tonu kia rātou kua huri tuara mai – haere e ngā mate.

Ko Te Māhere Matua o Tāmaki Makaurau me te Māhere o te whenua o Weiti me Puke Ora – ngā kaupapa hei arataki hei whakahuihui, hei whakakotahi ia tātou katoa

He nui ngā mahi kei roto i enei māhere hei oranga mo tātou katoa – he taonga whakahirahira enei – he taonga "mo te pai me te whai rawa o Tāmaki Makaurau."

Noho ora mai.

I listen to voice of the Tui.
Committing, binding, uniting.
Binding from above – to below.
From the outside to the inside.
Daily uniting People.
Bringing together the aspirations of all in the Auckland Plan.

I greet you all – give me life.

To our many People, many Cultures– Greetings.

To Mana Whenua – and Mataawaka – Greetings.

I pay respect to all our loved ones who have gone to their eternal rest – farewell.

The Auckland Plan and the area plan of Silverdale will give us guidance and bring our people together.

These plans will require good planning and hard work – work that will bring life and vibrancy to all our people. The Auckland Plan and the centre plan are 'GEMS', taonga for the 'most liveable city in the world – Tāmaki Makaurau.'

I remain.

THE FUTURE OF SILVERDALE

We are delighted to present the Silverdale Centre Plan. This plan is a significant step forward in planning for the future of Silverdale and how we envisage it can change over the next 30 years.

Silverdale has been a place of considerable change and growth over the last 5 years and this plan aims to provide a means of better integrating the various parts of the centre, improve access and connections and the quality of public spaces.

This plan outlines a number of proposed actions and projects to steadily transform Silverdale and plan for the ongoing growth associated with the Millwater residential area, while retaining and enhancing its underlying character, heritage and vitality.

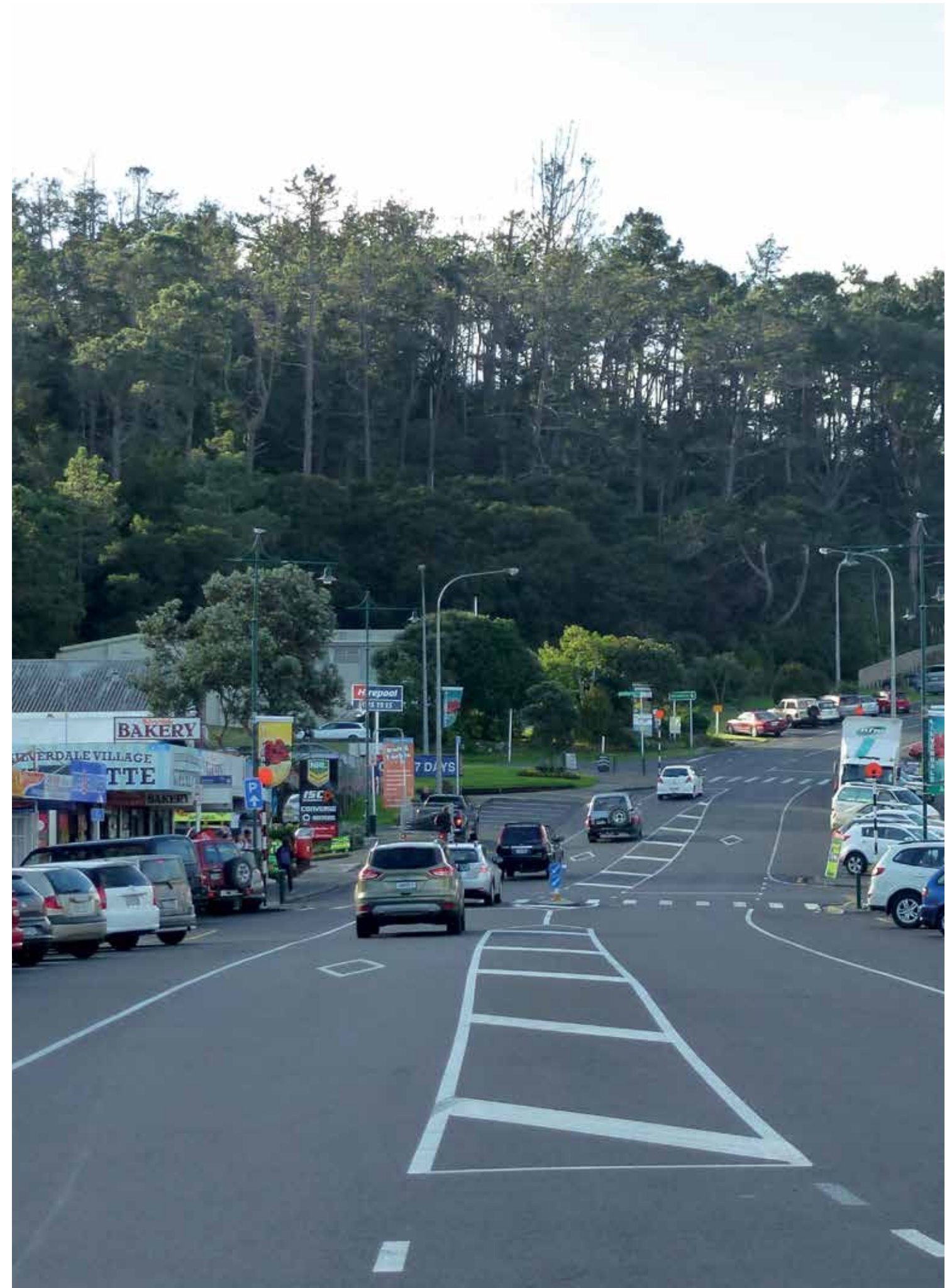
A wide range of previous community feedback, research and analysis of previous and current planning, strategies, projects and policy work has been captured in the development of this plan. The future outcome suggested in this is for Silverdale to be a safe and well-connected place that offers a range of employment activities, and longer term, a range of housing opportunities, celebrates its distinctive character and reinforces its role as an important town centre in the Hibiscus Coast.

**Julia Parfitt, Chairperson
Hibiscus and Bays Local Board**



CONTENTS

1. INTRODUCTION	6
2. THE STRATEGIC CONTEXT	8
3. THE LOCAL CONTEXT	10
4. VISION, KEY MOVES AND ACTIONS	12
5. IMPLEMENTATION	29



1. INTRODUCTION

SILVERDALE IN THE FUTURE

Auckland Council is developing a plan for the future growth and development of the Silverdale area led by the Hibiscus and Bays Local Board. The Plan sets out:

- The desired outcome for Silverdale in the future
- Key moves to get us there
- Actions and projects for Silverdale to support the key moves to achieve Auckland’s vision of becoming the world’s most liveable city.

The Silverdale Plan Area is shown in Figure 1 on page 7. It includes the older Silverdale Town Centre, the new Silverdale retail area to the north-east of Wainui Road and the retail land extending to Millwater Parkway. It also includes the land to the west occupied by the Pak ‘n Save supermarket and the Bunnings store, land to the east of the motorway including the Silverdale Bus Station and Park & Ride, and the existing Silverdale Industrial area to the south, including the Auckland Memorial Park Cemetery.

While not within the study area, the plan takes account of the development of the Silverdale North area, and the potential development of future urban land at Silverdale West identified within the Rural Urban Boundary (RUB) in the Proposed Auckland Unitary Plan.

MANA WHENUA AND MATAAWAKA

The special relationship between Mana Whenua and the local board is acknowledged and is based on the principle of partnership, as set out in the Auckland Plan. It is also important to acknowledge the Kaitiaki, or guardian role, of Mana Whenua and, where appropriate, those connected to Te Herenga Waka O Orewa marae in the future.

While the study area has been heavily modified, the Plan identifies mutually beneficial opportunities throughout the plan with a focus on enhancing local Māori cultural heritage and identity and integrating the proposed marae as a cultural, training, and educational hub for the community.

DEVELOPING THE PLAN

The Silverdale Plan is being developed using the process detailed below:



Figure 1: Draft Silverdale Plan Study Area

The key moves and actions of this plan will inform the development of the next Long Term Plan 2015-2025, Hibiscus and Bays Local Board Plan and the annual plan/funding cycle.

2. THE STRATEGIC CONTEXT

The draft Silverdale Plan has been prepared within the wider context of the following plans.



AUCKLAND PLAN

The Auckland region expects an additional one million people – that is, approximately 400,000 new households – by 2040. The Auckland Plan is a strategic document that provides guidance on how this growth is to be managed having regard to the attributes and qualities we value most about Auckland.

THE AUCKLAND DEVELOPMENT STRATEGY

The development strategy contained within the Auckland Plan identifies the expected level of change and population growth across Auckland over the next 30 years, and where that growth is expected to be accommodated. According to the Auckland Plan the Hibiscus and Bays area could have about 10,000 new households and 40,000 new jobs by 2042.

The development strategy identifies Silverdale and its hinterland as a town centre, a major business area, and one of four areas which are to take the majority of residential and employment growth for the Hibiscus and Bays area.

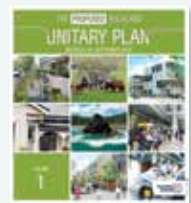


HIBISCUS AND BAYS AREA PLAN

The Hibiscus and Bays Area Plan presents a 30 year vision for the local board area, implementing at a local level the strategic directions of the Auckland Plan. This Plan (adopted April 2013) identified the Silverdale Town Centre as a priority area for further planning work because of its current and anticipated growth and its traffic problems. It sets out a number of areas for further investigation, which include:

- establishment of a new library at Silverdale;
- improvement of the limited access into and out of Silverdale Street from the Hibiscus Coast Highway, together with better linkages in and around the centre, across the Hibiscus Coast Highway, Wainui Road and to the Pak 'n Save site.
- development of a community hub and youth centre at Silverdale
- support for the development of a marae in Silverdale/Wainui.

While progress has been made on some of these projects, the Area Plan has a 30 year planning horizon and some projects are yet to be initiated.



PROPOSED AUCKLAND UNITARY PLAN

The Proposed Auckland Unitary Plan contains the proposed land use zones and rules that will enable Silverdale to develop as a town centre, implementing the built form, activity, transport and environmental directions proposed in the Auckland Plan. This Draft Silverdale Plan is based on these zones. An Independent Hearings Panel is in the process of considering submissions and recommending decisions towards finalising an operative plan in 2016. It is a separate statutory process from this plan process.



INTEGRATED TRANSPORT PROGRAMME (ITP)

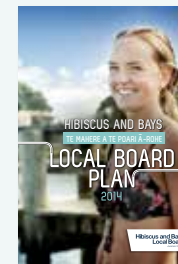
Auckland's ITP sets out the 30-year investment programme to meet the transport priorities outlined in the Auckland Plan across modes covering the responsibilities of all transport agencies. Developed by Auckland Transport (AT) and the New Zealand Transport Agency (NZTA) in collaboration with Auckland Council, the ITP provides a consolidated transport investment programme across the transport system over the next 30 years. Auckland Transport's role as the Road Controlling Authority means that some of the actions proposed in the draft Silverdale Plan will require their funding and support.



AUCKLAND COUNCIL'S LONG-TERM PLAN

The Long-term Plan (LTP) is council's main budgetary tool for all Auckland Council and Council Controlled Organisations (CCOs). It sets out the projects and services identified for funding across Auckland over a ten-year period. Once completed, the Silverdale Plan may include some actions for the local board to advocate for LTP funding from the governing body or to reprioritise its own local board funding.

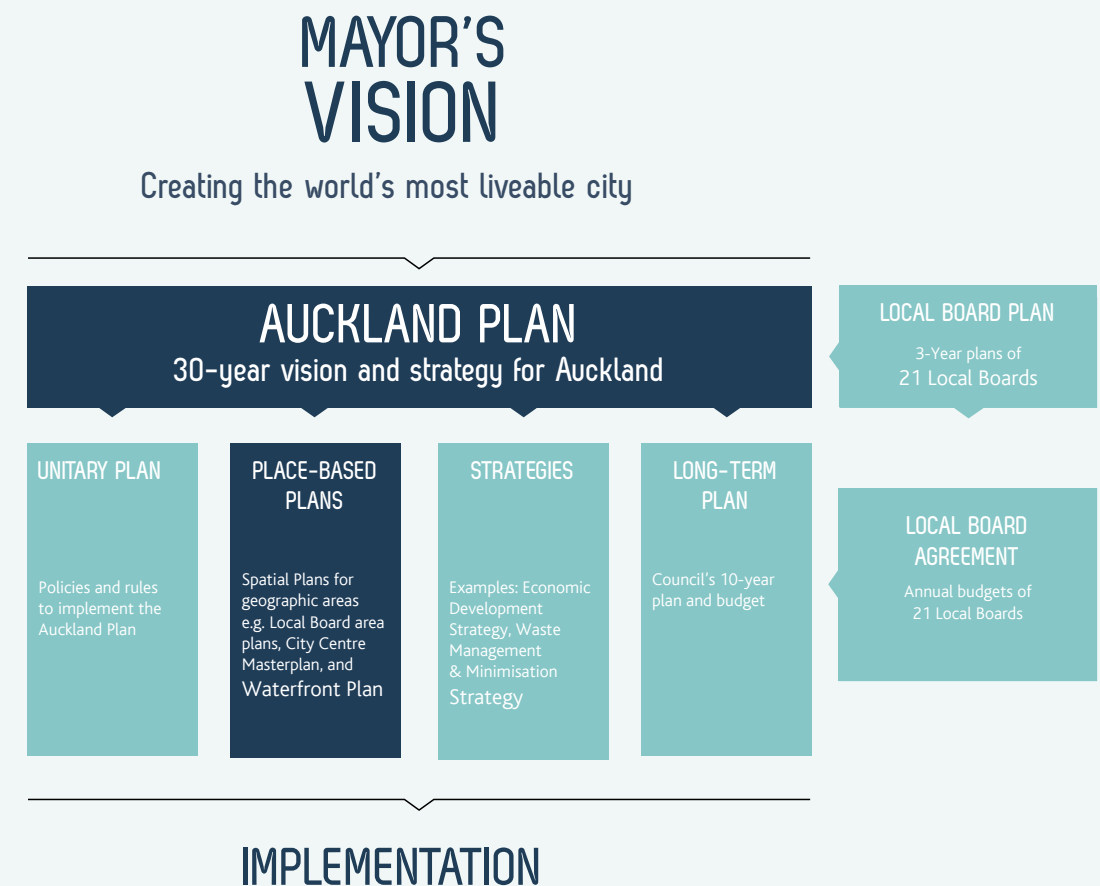
The 2015-2025 LTP is currently being prepared (up to June 2015) and any projects are subject to reprioritisation measures. As such, the sequencing listed for actions in this plan are indicative only.



HIBISCUS AND BAYS LOCAL BOARD PLAN 2014

The Hibiscus and Bays Local Board Plan 2014 guides the local board's decision making and actions for the next three years. The local board plan was developed after extensive consultation with the community and acknowledges the challenges and opportunities that a growing population presents. It recognises the importance of working with the community and volunteers to make the area a better place to live.

This diagram shows the linkages between the Mayor's Vision for Auckland, the Auckland Plan and other key documents that have a role in implementing the Auckland Plan, such as this Place-based Plan for Silverdale.



3. THE LOCAL CONTEXT

EXISTING CONTEXT

Over the last 10 to 15 years a number of studies and structure plans have been prepared for different parts of the wider Silverdale area. However, none of these have addressed the town centre as a whole. There is therefore a need for a plan to bring the various elements of the wider Silverdale plans together and to integrate these with a plan for the town centre itself.

Silverdale is strategically located on the Hibiscus Coast Highway east of the Silverdale Interchange which is the main exit from the motorway to the Hibiscus Coast. Silverdale has been the industrial centre of the Hibiscus Coast for many years. More recently Silverdale and its surrounding area has grown substantially and represents the largest area for potential new growth in the Hibiscus Coast.

Assets

Silverdale has a number of assets that can be built upon to further enhance the centre and cater for the planned growth in residential and commercial activities in the locality over the 30 years; such include:

- Central location within the Hibiscus Coast;
- Weiti River and areas of open space which can be replanted and made more accessible;
- Pioneer Village that adds character, and to which visibility can be improved and access enhanced;
- New retail area which can be integrated with the older town centre;
- Wide main street within which public amenity can be enhanced; and
- Potential for enhanced public transport and connections.

OPPORTUNITIES FOR SILVERDALE'S FUTURE

The growth in the Silverdale area means that there will be more people working and living in and near Silverdale. This provides opportunities to build on the existing centre and to address some of the constraints that face it, such as those related to traffic impacts while enhancing and protecting natural features within the study area. Some of the key opportunities to be investigated include:

- Strengthening connections between the older Silverdale centre and the newer Silverdale retail centre;
- A pedestrian and cycle friendly environment by ensuring pedestrian and cycling connections throughout the plan area where appropriate;
- Working with landowners to create new through site links between Silverdale Street and the Weiti River to better integrate the river with central Silverdale whilst improving access to, and views of, the river;
- Better integrating the Silverdale Pioneer Village and other historic features into the Town Centre;
- Improving connections between, and use of, open space areas particularly along the Weiti River edge and the site at 36 Hibiscus Coast Highway;
- Investigating an extension of Curley Avenue to East Coast Road to improve access options to Silverdale Street, particularly for public transport;
- Addressing any disconnect between northern and southern Silverdale across the Hibiscus Coast Highway;
- Working with landowners to redevelop under utilised sites in the old town centre;
- Supporting local Māori cultural heritage and identity in public spaces and integrating the marae into the local area as a cultural and community hub;
- Promoting and building upon Silverdale's history of settler activity, reflected in the character of some buildings within the town, and the layout of the centre in relation to the river; and,
- Attracting new businesses, retail and residential uses, particularly to the old town centre to support the growing population and revitalise the existing centre.

Penlink

Although outside of the plan area a significant opportunity for Silverdale is the proposed Penlink project.

The Penlink project is a proposed road and bridge, approximately 7km long, linking SH1 just north of Redvale and Whangaparaoa Road just north of the Whangaparaoa Town Centre. This route could be a significant opportunity for Silverdale, insofar as many of the place-making outcomes articulated in this plan are possible if there is an alternative to reliance on the Hibiscus Coast Highway to support the increase in travel demand resulting from growth in the area.

Significant growth of this area has occurred on the assumptions that an alternative to the Highway such as Penlink would be provided to support this growth. The delays in providing Penlink have shown that the Hibiscus Coast Highway will continue to play a vital

role for the transport needs for the developments that have already occurred and the growth expected.

Penlink would allow for actions to be explored to reduce any barriers to movement across the Highway for pedestrians, cyclists, and vehicles, between northern and central Silverdale and the main employment area in southern Silverdale and for the provision of facilities for public transport along the Highway.

Penlink is supported by the Hibiscus and Bays Area Plan, but the funding and timing of the project remains unknown and subject to the current review of funding for the whole region. The key moves and actions within this plan have been developed with a view that Penlink may be provided within the next decade, with a number relying on the anticipated changes to traffic levels before they can proceed.



Artists impression of Penlink looking east over the Weiti River.

4. VISION, KEY MOVES AND ACTIONS

A DEFINING VISION

SILVERDALE IS INTEGRATED TO CREATE A THRIVING TOWN CENTRE WITH AN INDUSTRIAL AND RETAIL BASE, IMPROVED CONNECTIONS, AND ENHANCED SOCIAL, CULTURAL, HISTORIC, AND NATURAL ENVIRONMENTS.

This vision is supported by four key moves, which are:

Key move 1

Enhance the Silverdale area as a centre with vitality and viability for retail, commercial, industrial, residential, educational, community and leisure activities, whilst creating a town centre with a high quality built and natural environment, ensuring strong connections throughout.

Key move 2

Protect and enhance Silverdale's cultural and historic heritage, and identity as part of improved public spaces.

Key move 3

Develop links between public open spaces in Silverdale and enhance the ecological values of the Weiti River.

Key move 4

Provide safe and convenient movement connections such as Penlink and those for pedestrians and cyclists, between the various parts of Silverdale, the Hibiscus Coast and with wider Auckland.

For each of the key moves there are a number of actions. Some of these actions will be easy to implement, and others will require a new way of thinking about Silverdale and the role it plays in the Hibiscus Coast.

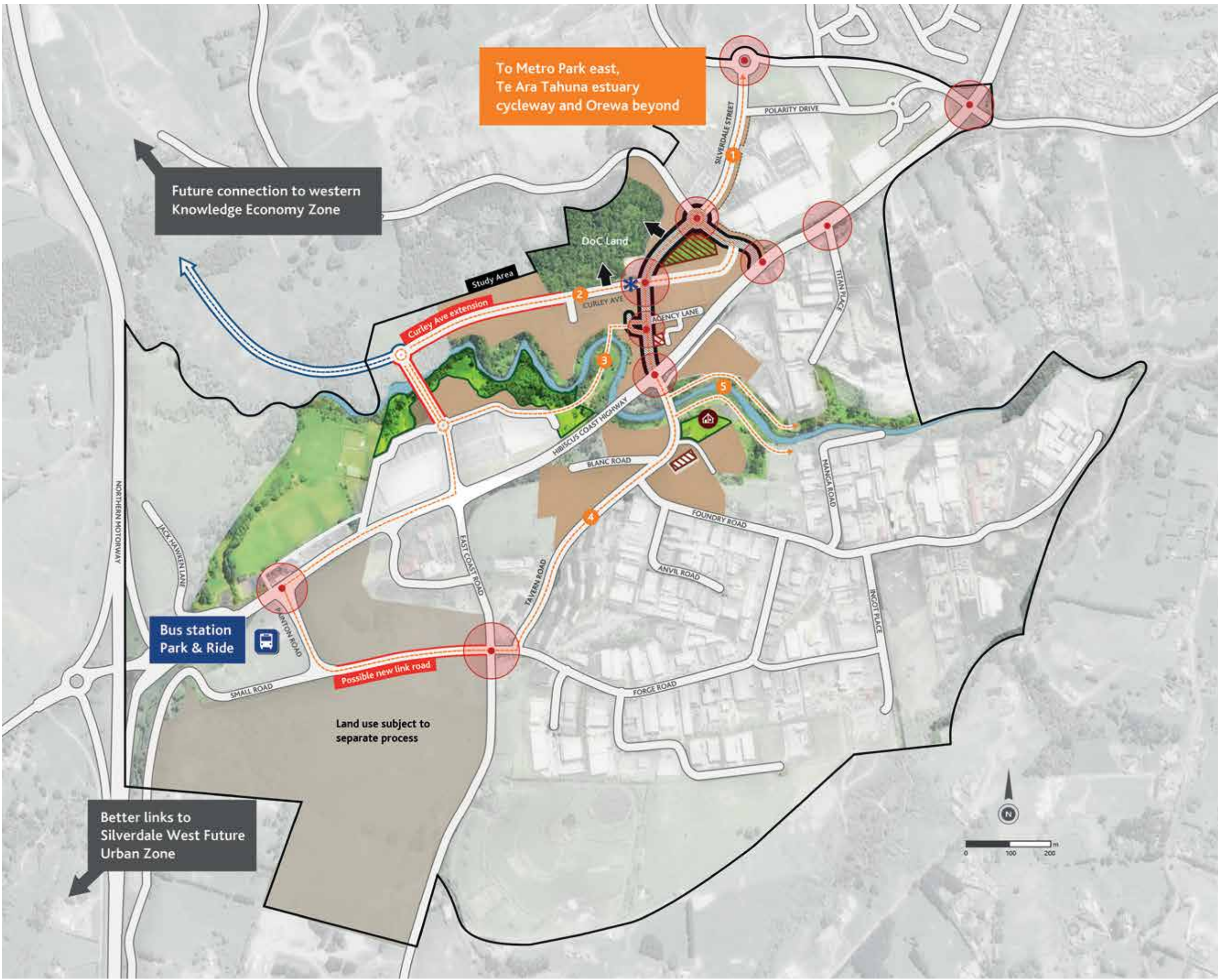
The timing and delivery of the plan's keys moves, actions and projects over the next 30 years will need to be worked out and will require a collaborative approach between the Silverdale community, Mana Whenua and mataawaka, private landowners, local businesses, the Local Board, Auckland Council and Council Controlled Organisations.

A number of the projects and initiatives will be short-term improvements that could be implemented over the next five years. Longer term projects will rely on funding from the council's LTP and partnering with other agencies and communities for funding and delivery. Opportunities also exist to undertake some of the suggested improvements as part of routine maintenance and renewals.

Having regard to the above, the actions identified as part of this plan have been grouped into the following time frames for implementation as follows:

- Shorter term (0 - 5 years)
- Medium to long term (6 - 30 years)
- Ongoing





OVERALL KEY MOVE MAP

- LEGENDS**
- New roads
 - New cycle/pedestrian links
 - Proposed pedestrian and cycle routes
 - Junction improvements
 - Bus station Park & Ride
 - Improve access to DoC land
 - Proposed marae
 - Intensification
 - Heritage building/space
 - Proposed open/green space
 - Streetscape improvements
 - Investigate a future bus transfer station in the town centre



KEY MOVE 1

Enhance the Silverdale area as a centre with vitality and viability for retail, commercial, industrial, residential, educational, community and leisure activities, whilst creating a town centre with a high quality built and natural environment, ensuring strong connections throughout.

The Auckland Plan identifies Silverdale as a centre for significant employment and residential growth. This has been occurring with the growth of the nearby Millwater residential area and the new retail/commercial development between Wainui Road and Millwater Parkway. However, the town centre currently has a disjointed land use pattern and lacks connection between its various parts, particularly across Hibiscus Coast Highway. The older town centre is in need of revitalisation and improvements to public spaces, to better accommodate and encourage expected future growth and local activities. Working with local businesses is critical to achieving this key move.

Key Move Objectives:

- Improve Silverdale Street and its surrounds into a high quality environment that reflects local character and heritage, paying particular attention to providing quality built environments that embrace best practice principles of urban design, universal design and CPTED (Crime Prevention Through Environmental Design).

- Improve public spaces to Silverdale Street taking account of how vehicular and pedestrian circulation may change over the life of this plan. Opportunities to reprioritise space for pedestrian, cycle and public transportation movements should be taken, where possible without adversely affecting the provision of short term car parking for business patrons within the centre itself.
- Create a Centre with a sense of local identity, which encourages people to come and stay for longer in the centre (helping local businesses).
- Rejuvenate the centre with public space improvement, and encourage private sector investment such as through the new opportunities for more intensive business and residential uses within the centre.
- Enable and encourage mixed use development around the Wade Tavern, Blue Gum Avenue and the existing residential part of Blanc Road, which will intensify and balance the centre to the south.

The Natural Environment, Centres and Heritage map highlights information relevant to this key move.

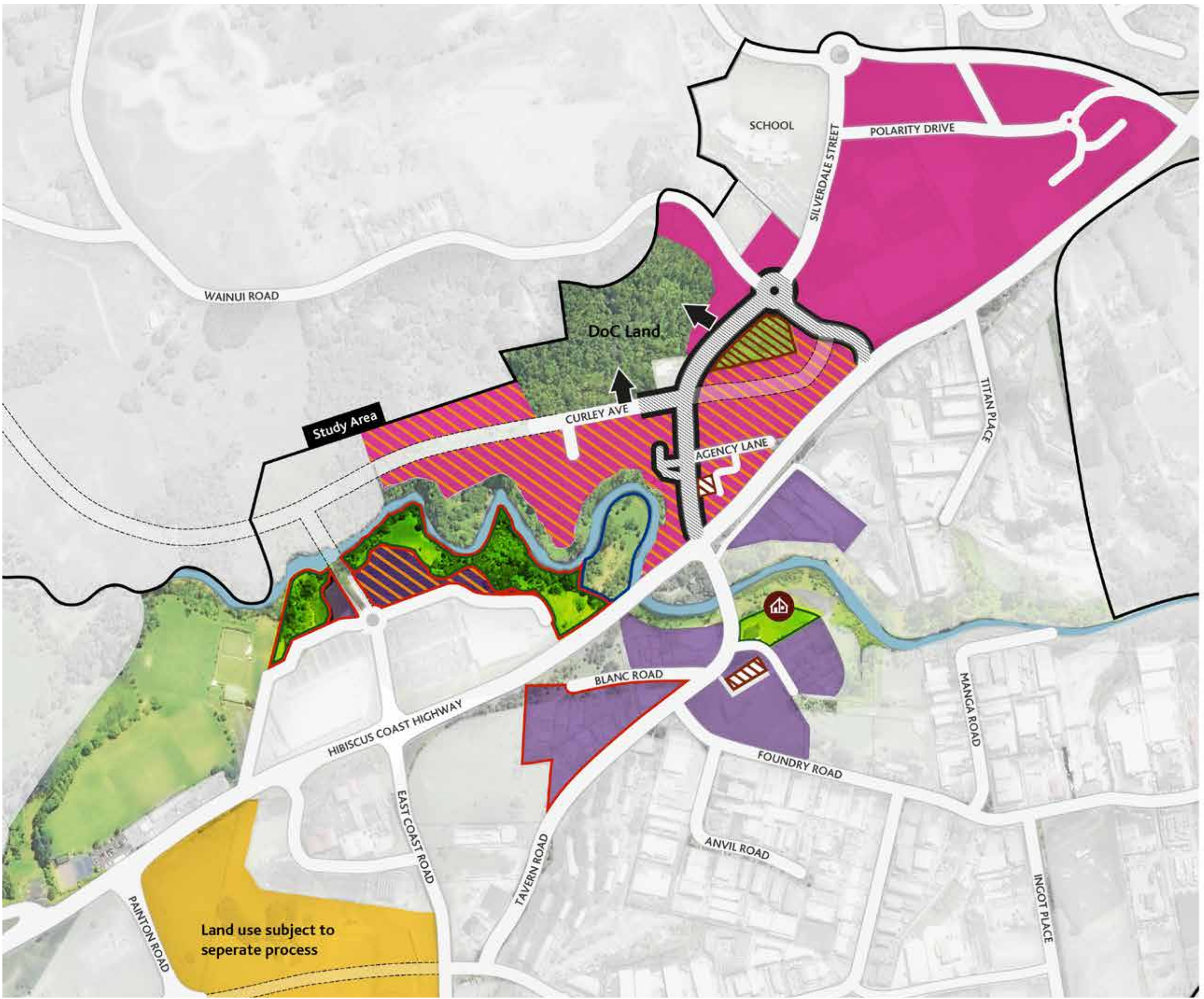


Actions¹ for Key Move 1

Short term actions (0-5 years)		Agency
1.1	Work with Silverdale businesses to support the establishment of a Business Improvement District.	Auckland Council (AC), Local Board (LB)
Medium to long term actions (6-30 years)		Agency
1.2	Work with landowners to better integrate the different parts of Silverdale with better connections, including through the Pioneer Village, and through development sites as they arise.	AC, Auckland Transport (AT), LB, Business Improvement District (BID) if established
1.3	Work with landowners to investigate planning for higher intensity residential development to the north of Pak'n Save.	AC
1.4	Investigate public space improvements to Silverdale Street and provide a higher quality built environment.	AC, AT, LB
1.5	Investigate integrating the mixed use area around the Wade Tavern, Blanc Road, Blue Gum Avenue and the Weiti Reserve with the Town Centre whilst ensuring development is sensitive to this area's existing character.	AC
1.6	Advocate for a new library at Silverdale.	LB
Ongoing actions		Agency
1.7	Support Te Herenga Waka O Orewa marae to integrate the marae into the area as a cultural, educational, training and community hub, and as a focal point for ecological restoration of the Weiti River.	AC, LB



¹ Implementation of actions is subject to funding availability and priorities.

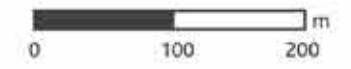


KEY MOVE 1, 2, 3

NATURAL ENVIRONMENT, CENTRES AND HERITAGE

LEGENDS

-  Proposed marae
-  Town centre
-  Mixed use
-  To include residential
-  Heritage building/space
-  Suggested future zoning changes to Proposed Auckland Unitary Plan
-  36 Hibiscus Coast Highway
-  Proposed open/green space
-  Streetscape improvements
-  Improve access to DoC land



KEY MOVE 2

Protect and enhance Silverdale's cultural and historic heritage, and identity as part of improved public spaces.

Silverdale has a long history of Māori and European use, occupation and association. It has been handed down to us, the 'guardians', and the Auckland Plan highlights the need to identify, protect and celebrate cultural and historic heritage across Auckland.

The Silverdale Pioneer Village is an important part of the historic heritage of the area and is centrally located in the town centre with opportunities to become a more accessible, visible and central feature of the town. Similarly the setting of the Wade Tavern and the proposed marae can contribute to the character of the southern part of the town.

An ongoing piece of work across Auckland is the recognition of local Māori cultural landscapes and features where appropriate, as directed by mana whenua. This may include Māori place names, interpretative works, pou etc, in the design of buildings and spaces. Silverdale also has a strong history of settler activity and this is reflected in the character of some buildings within the town, and the layout of the centre in relation to the river. There is an opportunity to promote and build upon this character through both building renovation, and during the planning for new development, as a way of promoting a point of difference for Silverdale.

The history of Silverdale could also be promoted by utilising boards, public artwork and other visual devices in various locations, such as central Silverdale along Silverdale Street, at the Silverdale Pioneer Village, and along pedestrian/cycle routes. Also interpretation should be incorporated into the design and development of new buildings and new public spaces within Silverdale.

The Natural Environment, Centres and Heritage map highlights information relevant to this key move (pages 18 - 19).

Key Move objectives

- Protect and enhance Silverdale's existing heritage.
- Ensure new development, both built and for public/open spaces, enhances Silverdale's heritage and helps promote Silverdale as a place of distinct character appropriate to its historic development.



Actions² for Key Move 2

Short term actions (0-5 years)		Agency
2.1	Enhance Silverdale Pioneer Village's physical integration with the wider area.	LB
2.2	Develop design guidance to support and strengthen the principles of heritage character led development for both buildings and spaces, with particular emphasis given to Silverdale Street.	AC
2.3	Upgrade the Wade River landing by adding steps for improved access by kayakers and add interpretive signage to the landing area to provide historical context.	LB
2.4	Support investigations around the Weiti River as part of the region wide programme to identify and protect sites of cultural significance to mana whenua.	AC, Mana Whenua, Te Herenga Waka O Orewa
Medium to long term actions (6-30 years)		Agency
2.5	Engage with Mana Whenua and Te Herenga Waka O Orewa to enhance their role as kaitiaki and express their cultural footprint across the design of the centre and, along with the Museum/Pioneer Village, develop cultural and historic interpretation to celebrate identity in the public space with a focus on; <ul style="list-style-type: none"> • central Silverdale, • existing and future walkways including alongside Weiti River and, • existing and proposed pedestrian/cycle routes. 	AC, Auckland Transport (AT), LB, Business Improvement District (BID) if established
Ongoing actions		Agency
2.6	On council land maintain the open character and environmental values on the reserve surrounding the Te Herenga Waka O Orewa marae.	AC



² Implementation of actions is subject to funding availability and priorities.

KEY MOVE 3

Develop links between public open spaces in Silverdale and enhance the ecological values of Weiti River.

Population and employment growth within Silverdale and its wider catchment has the potential to impact on the use and enjoyment of existing public open spaces. Improving these spaces and integrating future public open spaces into the existing network is vital to ensure the desirability and therefore viability of Silverdale with existing and future users.

The Weiti River is an asset for Silverdale but its environmental condition could be improved. This plan aims to support the work being carried out through the Weiti Wildlink project, which is a current initiative to enhance the Weiti River environment as part of the bigger North-West Wildlink - a vision for a green corridor from the Waitakere Ranges in the west to the Hauraki Gulf islands in the east.

36 Hibiscus Coast Highway is a Council owned strategically located piece of undeveloped land that can readily add to the open space network in Silverdale. Its extensive river frontage adds to the appeal of the land for this purpose. Opportunities for active use of the elevated part of the site could be investigated, taking account of possible constraints on site access from Hibiscus Coast Highway.

The Curley Avenue Scenic Department of Conservation (DoC) Reserve also presents an attractive backdrop to

the centre. Opportunities to improve access to and use of the reserve should also be investigated as the surrounding residential area grows.

Key Move objectives

- Link public open spaces with high quality pedestrian and cycle routes to enhance the open space network. This would support the future Town Centre function of Silverdale by encouraging people to come to and linger within Silverdale, improving its vitality and viability.
- Promote more sustainable forms of transport to and from the centre and other destinations, such as the Hibiscus Coast Bus Station.
- Develop new and upgraded public open spaces in accordance with best practice principles of urban design, universal design and crime prevention, making positive use of land form to provide seating and rest areas that make the best of the views available.
- Improve accessibility to the Weiti River, which has improved ecology with its banks supporting wildlife and recreational use.

The Natural Environment, Centres and Heritage map highlights information relevant to this key move (pages 18 - 19).



Actions³ for Key Move 3

Short term actions (0-5 years)		Agency
3.1	Retain 36 Hibiscus Coast Highway as open space.	AC, Auckland Council Property Limited (ACPL)
3.2	Work with Department of Conservation (DoC) on opportunities to improve public access opportunities to the DoC scenic reserve.	AC, DoC
Medium to long term actions (6-30 years)		Agency
3.3	Advocate for the use of part of the land immediately to the southern side of the Weiti River from Bunnings to 36 Hibiscus Coast Highway as public open space.	AC, LB
3.4	At 36 Hibiscus Coast Highway investigate the opportunities for a connection over the Weiti River to the town centre and for a small scale café facility on the higher part of the site.	AC, ACPL, AT
Ongoing actions		Agency
3.5	Enhance the ecological values of the Weiti River by supporting community projects, such as the Weiti Wildlink river project.	LB, community groups, Mana Whenua and Mataawaka
3.6	Develop a range of actions for open spaces including riparian planting, and catchment planting programmes, including those to reflect North West Wildlink principles.	LB, community groups, Mana Whenua and Mataawaka
3.7	Continue support for community projects such as the Weiti Wildlink river project and the North West Wildlink project, and encouraging and extending riparian planting, including as mitigation for any development within the catchment.	LB, community groups, Mana Whenua and Mataawaka

³ Implementation of actions is subject to funding availability and priorities.

KEY MOVE 4

Provide safe and convenient movement connections such as Penlink and those for pedestrians and cyclists, between the various parts of Silverdale, the Hibiscus Coast and with wider Auckland.

The Hibiscus Coast Highway serves as the major connector for commuters to and from State Highway 1, the industrial and commercial uses in Silverdale and Orewa and the Whangaparaoa Peninsula. Recently the wider Silverdale area has experienced considerable growth with future development being staged, taking account of network constraints.

New local scale approaches to integrating land use and transport are needed to address the balance between local and wider connectivity within the strategic focus of the Auckland Plan, which supports the enhancement of walking, cycling and public transportation across the region. In response this plan proposes walking, cycling and public transport initiatives to support a revitalised, sustainable and well-connected town centre while protecting the industrial and commercial functions which the Hibiscus Coast Highway supports. It is noted that work is already underway on a number of these matters.

Penlink

Penlink, discussed in more detail on page 11, has the potential if funded to be a major driver of positive change for Silverdale. Its benefits are wide ranging but, in particular for Silverdale, Penlink would provide an alternative to reliance on Hibiscus Coast Highway that would in turn provide an opportunity to look into accessibility and connectivity improvements, including for walking, cycling and public transport provision in and around the town.

Curley Avenue

A potential extension of Curley Avenue from Hibiscus Coast Highway to Silverdale Street, via Brian Smith Street and the existing Curley Ave (along with a connection to the western business and employment area in Silverdale North) represents a significant opportunity to integrate public transport with future land use patterns to support the revitalisation and future growth of Silverdale.

Public Transport

Improving the choice and quality of transport links to and from land uses in the centre is fundamental to reactivating the town centre, which would at the same

time reinforce economic, social and environmental benefits derived from transit oriented development.

The roll out of the New Network, which is a proposed region-wide public transport network that will include Frequent, Connector, Local and Peak services, will provide improvements to public transport services in the area. The proposal by Auckland Transport to extend the Rapid Transit Network closer to Silverdale, in the form of the Hibiscus Coast Bus Station and park and ride facility is also supported. Following the introduction of these measures and the development of the Curley Avenue extension, there will be an opportunity in the future to review public transport infrastructure and services in the area, including the location of interchange facilities.

Pedestrian and Cycling routes

Local connectivity and the safety of pedestrians and cyclists is a longstanding concern for the community. Off-road solutions are considered preferable, especially for creating alternatives to using the uninviting Hibiscus Coast Highway environs. Suggested cycling and walking routes for investigation (outlined below) could be used to inform the development of a comprehensive cycling and walking strategy to create safe, efficient and pleasurable routes. Such a strategy would need to be considered in line with the Auckland Cycle Network. Over time further interventions to support better pedestrian priorities within the centre are proposed, which may include traffic calming etc. All such suggestions will require continued collaboration with Auckland Transport as the delivery agency.

New pedestrian and cycle routes to both the north and south of the Hibiscus Coast Highway connecting the town centre, the Hibiscus Coast Bus Station and Silverdale Memorial Park with each other and the wider Hibiscus Coast and Auckland Cycle Network are suggested, and are shown on the Transport Map (pages 26-27)

Noting that some of these may rely on future works, possible shared pedestrian and cyclist routes suggested by the Local Board for consideration include:

1. Parkland east of Millwater Parkway to (crossing Millwater Parkway) Silverdale Street and to the centre beyond
2. Northern route (north of Weiti River) – Curley Ave to Silverdale Memorial Park to the Hibiscus Coast Bus Station

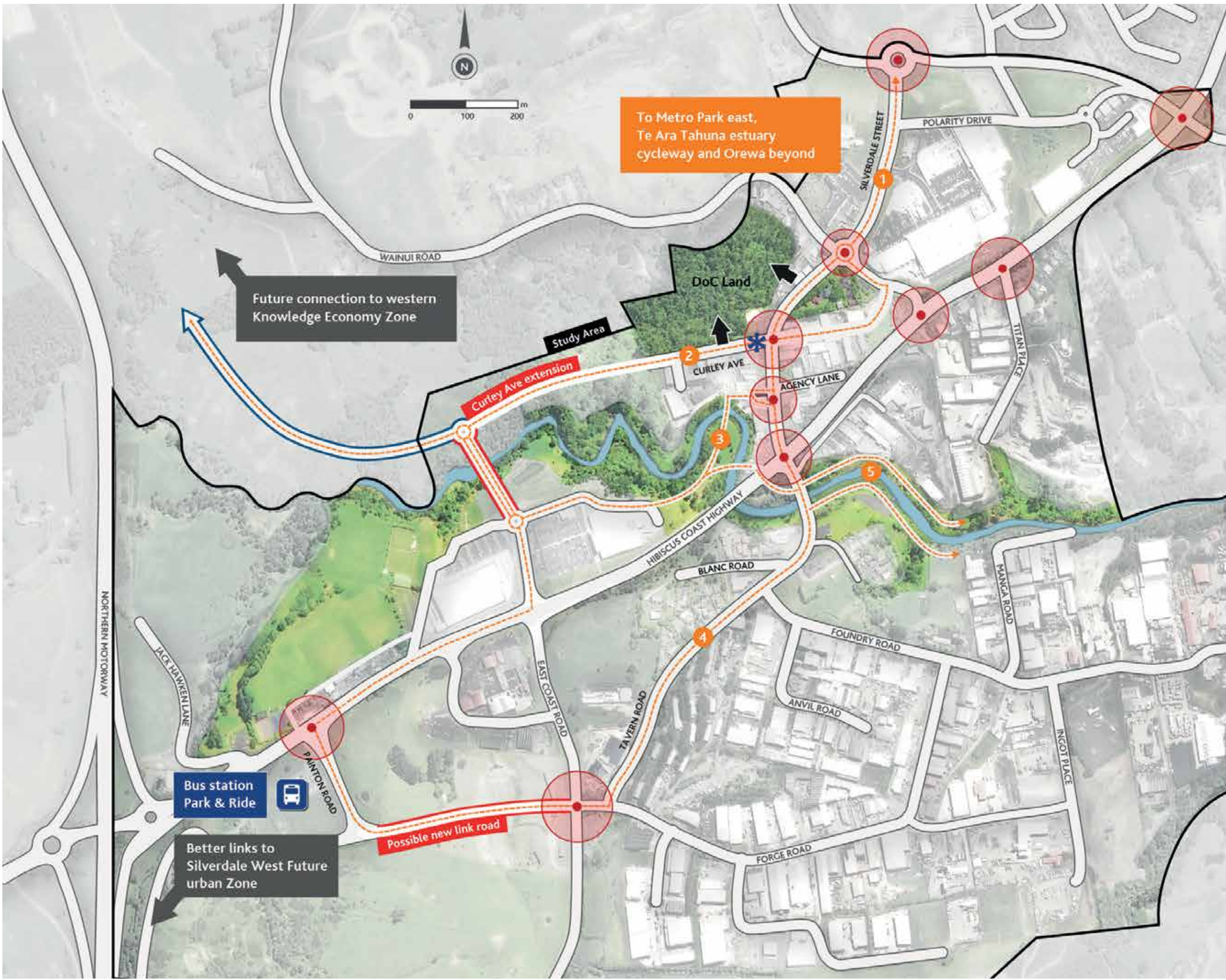
3. Northern route (south of Weiti River) – Silverdale Street via Palm Court (to south side of Weiti River) to Silverdale War Memorial Park Reserve and the Hibiscus Coast Bus Station
4. Southern route – Silverdale Street to Tavern Road to Forge Road to the Hibiscus Coast Bus Station (via a proposed route through the proposed business and residential area to the east of the Hibiscus Coast Bus Station)
5. The edges of the Weiti River (south of Hibiscus Coast Highway)

Local connectivity

On-road local connectivity is also an area to be considered with aspirations to alter the function of the Hibiscus Coast Highway from a highway to a local arterial road. To support overall connectivity, and to improve access to the town centre and existing industrial uses around Tavern Road, local access improvements can be considered in the future at the junction of Silverdale Street / Hibiscus Coast Highway / Tavern Road. These should only be investigated either when Penlink is in place, or when it is safe to do so taking account of conditions on Hibiscus Coast Highway. Further options to review the access arrangements to improve safety at the entrance of Titan Place from Hibiscus Coast Highway are also proposed for consideration. Upgrading the safety and amenity of the existing underpass below Hibiscus Coast Highway should also be investigated to make this a more attractive route, such as through painting, lighting, artworks etc. Auckland Transport as the Road Controlling Authority is the lead agency in determining when this can be done from both an operational and funding perspective.

Key Move objectives

- Support the implementation of Penlink and a Curley Avenue extension.
- Improving the choice and quality of transport links to and from land uses in the centre.
- Leverage the positive social, environmental and economic benefits from the extension of the Rapid Transit Network to Silverdale.
- Provide an integrated, and preferably off-road, network of pedestrian and cycle routes within the plan area linking parts of Silverdale, including the Hibiscus Coast Bus Station, Memorial Park, Silverdale Street, Tavern Road, and the new residential areas to the north.
- Downgrade the through traffic function of Hibiscus Coast Highway, and improve local access across the highway.
- Upgrade the Hibiscus Coast Highway underpass, creating a better pedestrian environment.

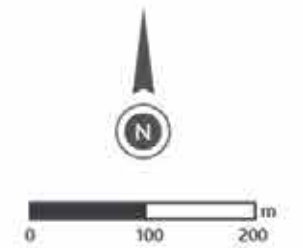


KEY MOVE 4 TRANSPORT

For full map refer to map on page__

LEGENDS

- New roads
- New cycle/ pedestrian links
- Proposed shared routes
- Proposed shared routes
- Junction improvements
- Bus station Park & Ride
- Improve access to DoC land
- Investigate a future bus transfer station in the town centre



5. IMPLEMENTATION

Actions⁴ for Key Move 4

Short term actions (0-5 years)	Agency
4.1 Support the development of a Walking and Cycling Network Plan by Auckland Transport, Parks Sport and Recreation and the Local Board.	AC, AT, LB
Medium to long term actions (6-30 years)	Agency
4.2 Investigate opportunities to improve movement connections, including with new pedestrian and cycle routes and improved road crossings.	AC, AT
4.3 Advocate for the construction of the Curley Avenue extension.	AC, LB
4.4 Support the further development of a Hibiscus Coast Bus Station and associated Park and Ride, as a means of providing a fast and reliable service to the North Shore and Auckland City.	AC, LB
Ongoing actions	Agency
4.5 Continue to advocate for the Penlink Project, which will reduce congestion, enable development, provide greater connectivity and allow for reduced speeds and the possible signalisation of existing junctions within Silverdale.	AC, LB
4.6 Continue to investigate with Auckland Transport opportunities to improve safety and access at intersections along Hibiscus Coast Highway ⁵	AC, AT, LB
4.7 Advocate for a dedicated busway from Constellation Bus Station to Silverdale and high frequency public transport services.	LB

⁴ Implementation of actions is subject to funding availability and priorities.

⁵ This action is dependent to some extent on Penlink timescales.

The draft Silverdale Centre Plan identifies possible actions to assist with achieving the vision and four key moves of the plan. The actions are intended to be progressed through a range of stakeholders and processes as outlined in the plan and below. These actions can move from being aspirational to being funded and delivered, where funding has not already been allocated. This will involve partnership with key stakeholders, including Mana Whenua and Mataawaka, the Local Board, community and key landowners within Silverdale.

ROLE OF THE LOCAL BOARD

The Hibiscus and Bays Local Board will play a key role in realising the future vision for Silverdale town centre, as outlined in this plan. This role may take many forms from direct investment in public works to advocating for positive changes. Supported by the council, the local board will also liaise with the community and key landowners to advocate for public and private initiatives that assist to achieve the key moves and actions identified in this plan.

FUNDING IMPLICATIONS

The Long-Term Plan (LTP) is the council's main budgetary tool, which combines all the council and Council Controlled Organisation (CCO) funding across Auckland over a ten year period. Actions that are not already budgeted for in the LTP and need new funding will require advocacy to become new LTP initiatives. It is important to note that the availability of funding from the council for proposed projects is not guaranteed. Funding and prioritisation will be determined as part of the LTP and Annual Plan process. This plan can be used as a tool to assist in decision making on funding priorities.

ACTIONS AND TIMEFRAMES

Projects and initiatives identified in this plan are shown as short, medium to long term or ongoing actions. These timeframes aim to prioritise actions that will help achieve the desired key moves for Silverdale, while being mindful of likely resource requirements. Notably, the full benefit of some actions is tied to developments outside the plan area, such as the provision of Penlink. The timeframes identified by this plan are indicative only and are subject to agreements on funding availability.

MONITORING AND REVIEW

The implementation of the plan is designed to be flexible to recognise that some actions require further work: such as additional consultation, feasibility testing, detailed design, a works programme or funding. A review process is proposed to ensure that progress can be tracked and necessary amendments made over time. Keeping the centre plan 'live' will assist in achieving the key moves set out in this plan.

Disclaimer

Whakakāhoretanga

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