

Spatial Land Use Strategy

Dairy Flat and Silverdale Future Urban Zones

14 March 2024



Table of Contents

EXECUTIVE SUMMARY

PART A SPATIAL LAND USE STRATEGY FOR THE DAIRY FLAT AND SILVERDALE FUTURE URBAN ZONES

- 1 Purpose
- 2 Te Tupu Ngātahi Supporting Growth
 - 2.1 Background
 - 2.2 Te Tupu Ngātahi Detailed Business Case
- 3 The Wainui, Silverdale, Dairy Flat and Future Urban Area
- 4 Key Future Land Uses
 - 4.1 Background
 - 4.2 Growth
 - 4.3 Metropolitan/Town Centre
 - 4.4 Residential
- 5 Spatial Land Use Strategy for the Dairy Flat and Silverdale Future Urban Zones
 - 5.1 Metropolitan/Town Centre and RTC
 - 5.2 Local Centres and Other Residential
 - 5.3 Infrastructure

PART B BACKGROUND AND CONTEXT

- 6 Strategic Context
 - 6.1 Auckland Plan 2050
 - 6.2 Tāmaki Makaura Future Development Strategy 2023
 - 6.3 National Adaptation Plan 2022 and Emissions Reduction Plan 2022
 - 6.4 National Policy Statement on Urban Development
 - 6.5 Resource Management (Enabling Housing Supply Other Matters) Amendment Act 2021
- 7 The Dairy Flat and Silverdale Future Urban Area
 - 7.1 Existing and Proposed Land Uses
 - 7.1.1 Existing Land Uses
 - 7.1.2 Silverdale West Dairy Flat Industrial Area
 - 7.1.3 Green Road Park
- 8 Dairy Flat Metropolitan /Town Centre Options
 - 8.1 Eastern Option
 - 8.2 Central Option
 - 8.3 Green Road Option

9 Consultation on the Draft Spatial Land Use Strategy

- 9.1 Draft Spatial Land Use Strategy
- 9.2 Iwi Engagement
- 9.3 Feedback Received
- 9.4 Summary of Key Themes
- 9.5 Summary of Responses to Feedback
 - 9.5.1 Centre Location
 - 9.5.2 Growth Management
 - 9.5.3 Effects on Green Road Park
 - 9.5.4 Infrastructure
- 9.6 Key Changes to the Strategy

10 Next Steps

List of Figures

Figure 1 Spatial Land Use Strategy for the Dairy Flat and Silverdale Future Urban Zones

Figure 2 Dairy Flat and Silverdale Future Urban Zone

Figure 3 Spatial Land Use Strategy Structure

Figure 4 Northern IBC Projects

Figure 5 Detailed Business Case Recommended Network

Figure 6 Wainui Silverdale Dairy Flat Future Urban Area

Figure 7 Spatial Land Use Strategy for the Dairy Flat and Silverdale Future Urban Zones

Figure 8 Dairy Flat Metropolitan/Town Centre

Figure 9 Auckland Plan 2050 (2017) Development Strategy Northern

Figure 10 Future Development Strategy (2023)

Figure 11 Silverdale West Dairy Flat Industrial Area Structure Plan

Figure 12 Green Road Park Existing Features and Proposed Activity Zone

Figure 13 Dairy Flat Centre Options

Figure 14 Draft Spatial Land Use Strategy 2022

Appendices

- Appendix 1 Relevant Regional Policy Statement and Auckland Unitary Plan Objectives and Policies
- Appendix 2 Spatial Land Use Strategy Dairy Flat and Silverdale Future Urban Zones Feedback and Response on the Draft Strategy

Executive Summary

The Spatial Land Use Strategy for the Dairy Flat and Silverdale Future Urban Zones (the Strategy) identifies the key land uses that proposed transport projects will eventually support and impact upon.

The Te Tupu Ngātahi Supporting Growth Programme (Te Tupu Ngātahi) aims to integrate land use and transport by identifying future transport routes for long term route protection via designation so that staged development can be planned in Auckland's Future Urban zoned areas over the next 10 to 30 years.

The land is zoned Future Urban but the commencement of structure plans for these areas is not anticipated for a number of years. Therefore, a higher-level spatial land use strategy is necessary to inform the future transport network and the subsequent long term route protection through the designation process. The strategy will also inform future structure planning.

The Strategy identifies a location for a future small metropolitan centre or a large town centre which will be needed to provide services to the large future population in Dairy Flat. Metropolitan centres in Auckland are large regional centres that act as focal points for communities and commercial growth and contain hubs serving high frequency public transport. Examples of existing metropolitan centres include Albany, Henderson and Westgate-Massey North.

The Strategy is not a detailed structure plan and is intended to be a high-level outline of the future land uses in the Future Urban zone.

The development of the Strategy has been influenced by a number of factors including the Auckland Plan, objectives and policies of the Regional Policy Statement, zoning principles from the Unitary Plan, directions from the National Policy Statement on Urban Development, the existing land uses and zonings of adjacent land, the Te Tupu Ngātahi Detailed Business Case and the future Rapid Transit Corridor (RTC) investigations, future centre land requirements and various land constraints such as flooding.

A draft Strategy was open for consultation from 11 July 2022 to 19 August 2022. The consultation was publicised in conjunction with the Te Tupu Ngātahi programme for future transport plans for the North of Auckland.

There were 134 pieces of feedback received on the draft Strategy. In terms of the feedback to the online questions, 55 percent of did not support the draft Strategy while 44 percent did support it. In terms of the location of the proposed town centre, 63 percent opposed it and 36 percent supported it.

Key themes from the feedback related to:

- growth management
- the centre location
- Green Road Park
- Infrastructure

The key change to the Strategy is the location of the metropolitan/town centre. Following the public feedback, further discussions have been held with the Community Facilities Department and the Healthy Waters Department, with the result that the location of the centre has been moved from adjoining Green Road Park and extending to the RTC to being centred solely on the RTC alignment and does not now extend toward Green Road Park (see Figure 1). This will reduce the likelihood of flooding within the centre and will retain the park as a predominantly open space recreation facility rather than a park for urban civic amenities. This is in line with the Green Road Park’s reserve management plan.

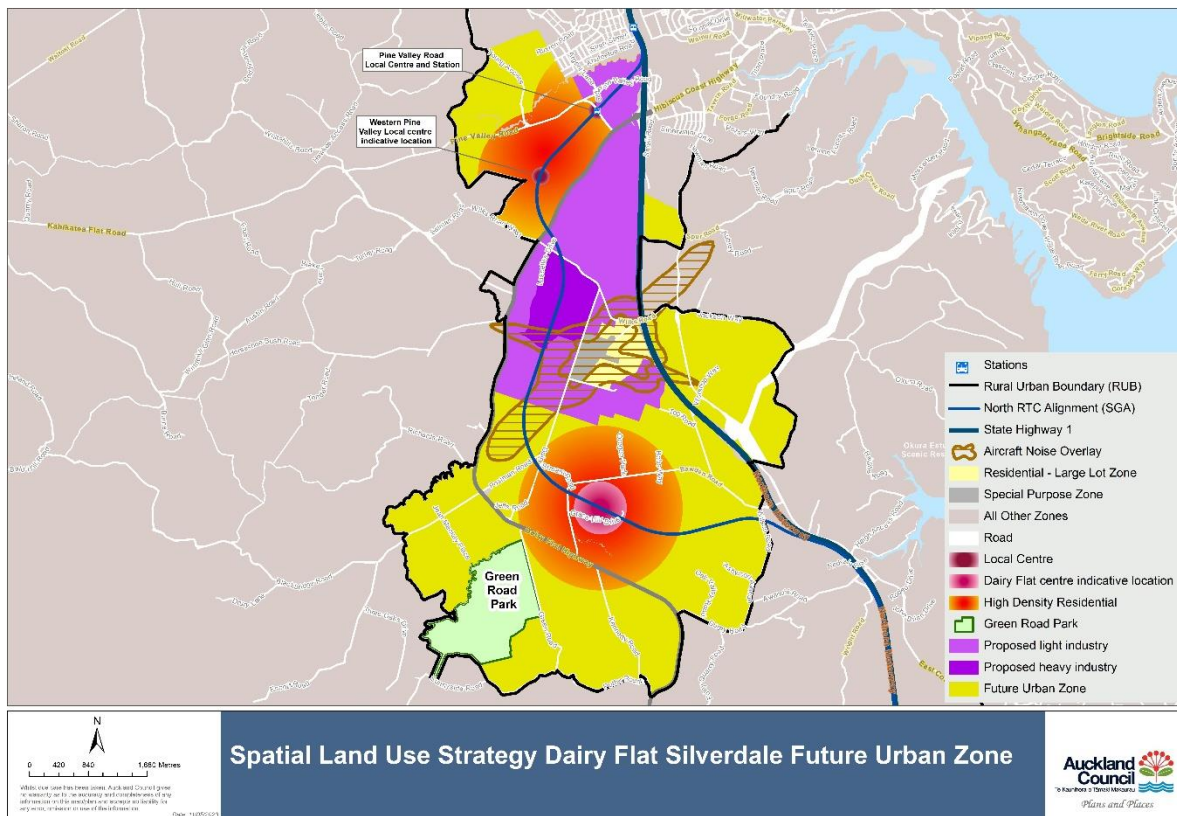


Figure 1 Spatial Land Use Strategy for the Dairy Flat and Silverdale Future Urban Zones

With the preferred location of the RTC being central in the Future Urban Zone, the Community Facilities Department now consider that the preferred location for community facilities is close to the RTC and any future stations, rather than on or close to the Green Road Park.

Prior to the recent flood events, and as part of wider investigations, the Healthy Waters Department carried out additional flood modelling to reflect climate change and increased temperature scenarios (+2.1°C and +3.8°C) This has shown that the extent of the floodplains in the area will increase slightly. While the increases to the floodplains from those identified in the draft Strategy are not that great, they could have made it difficult to integrate the centre across them.

Following the January and February 2023 flood events, initial investigations of the floods across Auckland appear to show that the flood levels were likely to have been within the

wider floodplains referred to above for the +3.8 °C scenario. The relocated centre now avoids spanning the updated floodplains.

The Future Development Strategy 2023 has also adopted a much stronger focus on adaptation, particularly in relation to flooding hazards and the protection of life and property and addresses the issue in some detail. It requires an integrated catchment approach to assessing and designing stormwater management and infrastructure provision. The FDS also assessed the suitability of each future urban area for urban development, including Dairy Flat, against a range of criteria, including hazard constraints. It concluded that the Dairy Flat area was suitable for urban development.

In relation to the Pine Valley area, two station locations are now proposed. The more eastern of these is proposed to include a park and ride. This means that there is now the prospect of two local centres associated with the stations in the Pine Valley area.

Since the draft Strategy was released, the Tāmaki Makaurau Future Development Strategy (FDS) was adopted in November 2023. It replaces the Future Urban Land Supply Strategy 2017 (FULSS) and has implications for the area covered by this Spatial Land Use Strategy. The FDS continues to identify the Dairy Flat area as a future urban area but indicates that it is not planned to support development before 2050+ which is much later than was identified in the previous FULSS which indicated the time period for development as 2033-2037.

PART A

SPATIAL LAND USE STRATEGY FOR THE DAIRY FLAT AND SILVERDALE FUTURE URBAN ZONES

1 Purpose

Te Tupu Ngātahi Supporting Growth Alliance (Te Tupu Ngātahi) has prepared Detailed Business Cases (DBC) for key transport infrastructure projects in the North. To make sure the future transport network serves and works with the future land uses anticipated, a spatial land use strategy is required for the Dairy Flat and Silverdale Future Urban zoned areas to show the key land uses that the transport projects will support and impact upon.

The Dairy Flat and Silverdale Future Urban Zone is shown in Figure 2.

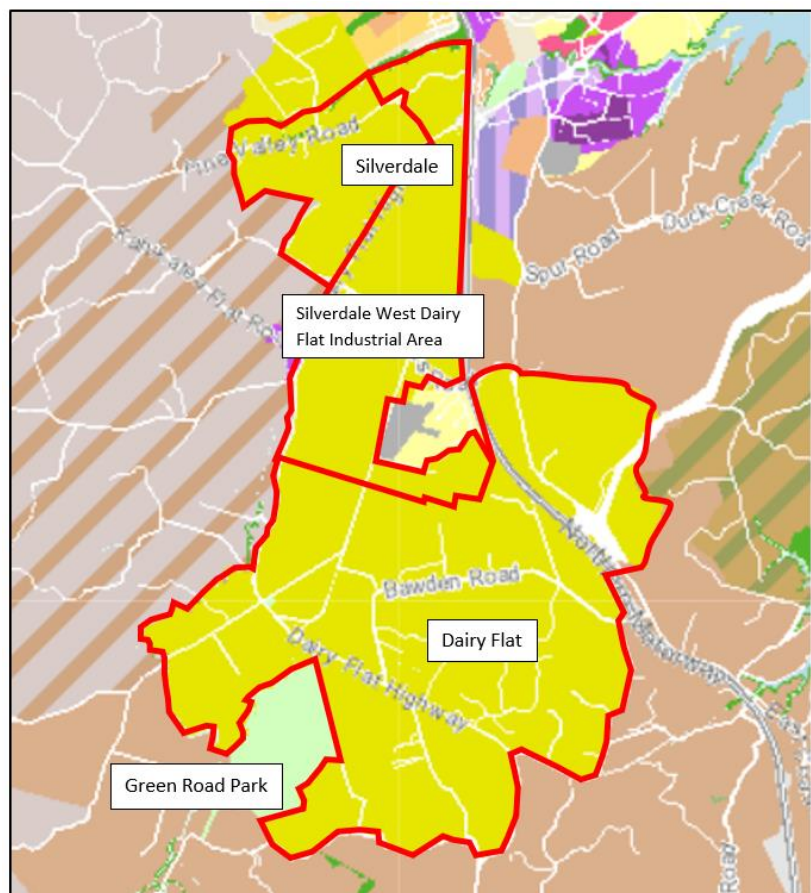


Figure 2 Dairy Flat and Silverdale Future Urban Zone

The Strategy will identify the location and general scale of key land uses that are critical to decision making on the transport projects being considered in the DBC process.

Section B2 Tāhuhu whakaruruhau ā-taone – *Urban Growth and Form*, of the Regional Policy Statement section of the Auckland Unitary Plan Operative in Part (AUPOP), sets out

objectives and policies for urban form and growth. These include a requirement that a structure plan be prepared in accordance with the AUPOP Appendix 1 Structure Plan Guidelines before land is rezoned from future urban to urban zones.

In the normal course of events detailed structure plans would be prepared for the future urban zone in the Wainui Silverdale Dairy Flat area. However, apart from the Silverdale West Dairy Flat Industrial Area, structure plans are not currently planned for the rest of the future urban zone for some time. In the former Future Urban Land Supply Strategy (FULSS) the timing for structure planning was around 2033 – 2038. As discussed below in section 6.2, the Tāmaki Makaurau Future Development Strategy (FDS) required by the National Policy Statement on Urban Development (NPS-UD), has replaced the FULSS and has identified that the timeframe for when the infrastructure required to service full build-out of most of the Dairy Flat area is likely to be 2050+.

The structure plan process requires detailed levels of analysis and investigation of the area with the resulting structure plan setting out detailed land uses, infrastructure requirements and a sequencing for the future development of the land. A structure plan forms the basis for future plan changes to rezone the land in the AUPOP and for infrastructure projects to be included in funding plans.

While structure planning is some time off for this area, the Te Tupu Ngātahi DBC process has identified key transport networks for route protection. To support the DBC process and ensure that future land use and transport is integrated, Te Tupu Ngātahi requires a high-level identification of where key land uses that influence transport routes, or are influenced by transport routes, are intended to be located.

This can be achieved through the preparation of a spatial land use strategy. The Strategy identifies the location and general scale of key land uses that are critical to decision making on the transport projects, particularly the RTC, being considered in the DBC process.

The Strategy sits between the FDS and the more detailed structure plans, which will be prepared prior to land being rezoned for development in the future (see Figure 3).

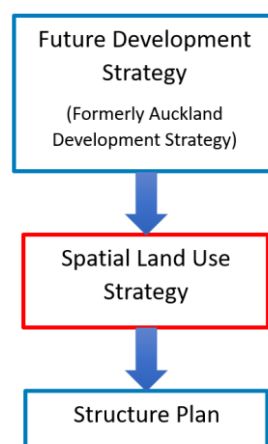


Figure 3 Spatial Land Use Strategy Structure

The Strategy is not as detailed as structure plans. However, the identification of the key land uses must be robust enough and of sufficient detail to enable the various transport options to be assessed and preferred options arrived at. These projects will then go on to the route protection stage.

The Strategy is a starting point that future structure plans may build on. However, changes in evidence strategy, policy, and the status of infrastructure planning may require changes at the next stage of planning. The Strategy has been subject to public consultation in conjunction with Supporting Growth's emerging preferring transport network options.

It is important to clarify that the Strategy only deals with existing Future Urban zoned land, and it does not attempt to shift the Rural Urban Boundary or identify any additional rural land for urbanisation.

2 Te Tupu Ngātahi Supporting Growth

2.1 Background

Te Tupu Ngātahi is an alliance between the NZ Transport Agency (Waka Kotahi) (NZTA) and Auckland Transport (AT) to carry out the business case and route protection phases of the Te Tupu Ngātahi Programme¹. Te Tupu Ngātahi means ‘to grow together as one’. The programme is to plan transport investment in Auckland’s future urban zoned areas over the next 10 to 30 years.

Auckland in 2050 will look quite different with the population expected to grow by up to one million people. Most of this growth will go into existing urban areas, however around a third will go into future urban zoned areas (greenfields land) identified in the AUPOP. Some of these areas have already been rezoned for urban development via the private plan change process, namely:

- Takanini, Opāheke, Drury and Paerata
- The majority of Warkworth North

Others may be rezoned over the next few decades and are located within:

- Warkworth South and Northwest
- Wainui, Silverdale and Dairy Flat in the North
- Kumeū-Huapai, Redhills, Whenuapai and Riverhead in the North West
- Pukekohe in the South

Te Tupu Ngātahi has undertaken the detailed investigations needed for business cases to confirm the preferred transport networks and will then carry out the route protection process to protect the land for these networks over the coming years.

The project has been undertaken in collaboration with Auckland Council and Mana Whenua. The following iwi groups are part of Te Tupu Ngātahi :

- Ngāti Whātua o Kaipara
- Te Kawerau a Maki
- Te Ākitai Waiohū
- Ngai Tai Ki Tāmaki
- Ngāti Whanaunga
- Ngāti Maru
- Te Patu Kirikiri
- Ngāti Manuhiri
- Ngāti Pāoa Trust Board
- Ngāti Te Ata Waiohū.

¹ Formerly known as the Transport for Urban Growth Programme

Mana Whenua representatives have been involved in the process since its inception and attended the numerous workshops held to consider the options. Te Tupu Ngātahi has also engaged with key stakeholders such as businesses and communities at different stages of the project development.

In July 2019, AT and NZTA confirmed an Indicative Strategic Transport Network for the North – a shared vision for the future transport investments needed to support new neighbourhoods in the future urban zoned areas.

The Indicative Business Cases (IBC) was based on the broad land use scenarios in the Auckland Plan. The IIBC recommended a Northern indicative strategic transport network as shown in Figure 4.

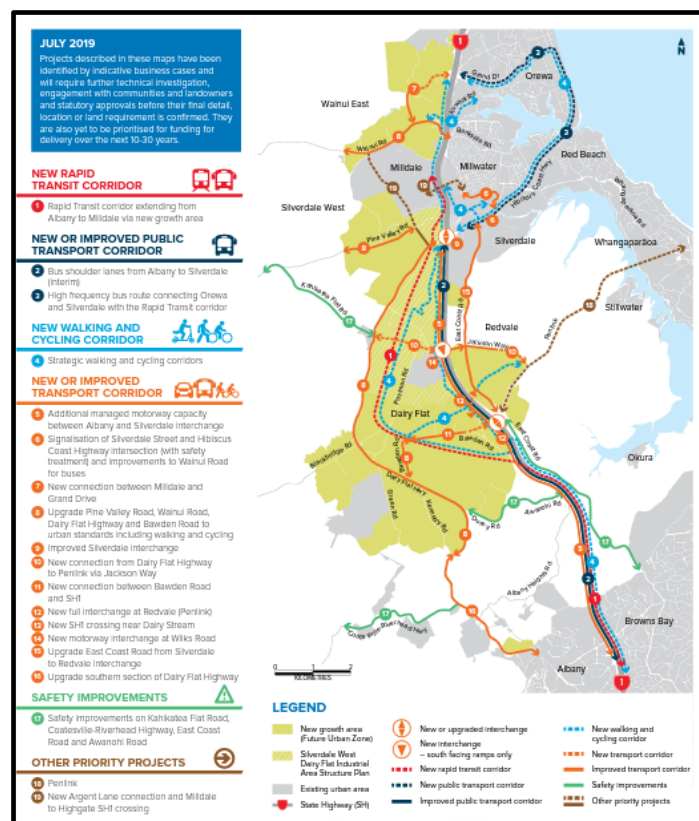


Figure 4 Northern IBC Projects

The IBC included:

- A proposed new rapid transit corridor extending from Albany to Dairy Flat and onto Milldale.
- Proposed new or improved public transport corridors including bus shoulder lanes from Albany to Silverdale and a high frequency bus route connecting Orewa and Silverdale.
- Strategic walking and cycling links.

- Improvements to the Northern Motorway (SH1) including increased capacity and upgraded interchanges at Redvale, Wainui and Silverdale.

2.2 Te Tupu Ngātahi Detailed Business Case for the North

Te Tupu Ngātahi has now prepared Detailed Business Cases (DBC) including more detailed technical investigations for each of the projects in the network.

This will lead to a specific route protection process to ensure that the land needed to build and operate the routes in the future is set aside and protected in advance of the transport projects being constructed and the land being developed.

Key features of the future strategic transport network for North Auckland are:

- Improved access to jobs and social facilities
- Reliable access for the movement of people and goods
- Provide travel choices to encourage a shift to active modes (walking and cycling) and public transport
- Provide a safe transport system for all users
- Ensure the transport network is well integrated with the land use.

Further information on Te Tupu Ngātahi and projects can be found at

<https://www.supportinggrowth.govt.nz/>

From 11 July to 19 August 2022 Te Tupu Ngātahi undertook consultation on the programme for future transport plans for the North of Auckland. This aligned with the consultation period for the draft Spatial Land Use Strategy for Dairy Flat and Silverdale Future Urban Zones. The options consulted on included the RTC alignment, arterial road corridor improvements and walking and cycling options. The options relevant to the land uses considered in this Strategy are briefly discussed below and more detail can be found on the Te Tupu Ngātahi North website <https://www.supportinggrowth.govt.nz/>

Following the consultation, the detailed business case was adopted by the NZTA and AT boards in October 2023. The Te Tupu Ngātahi team lodged Notices of Requirements (NOR's) for the transport projects with the Council on 20 October 2023.

The DBC network is shown in Figure 5.

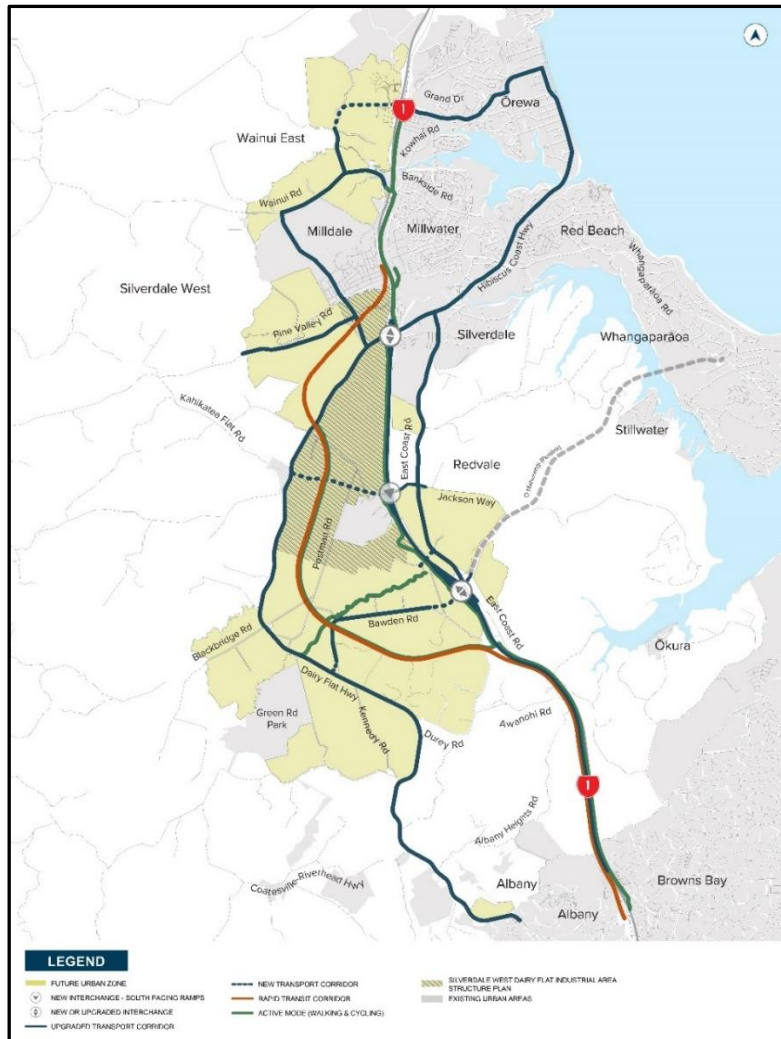


Figure 5 Detailed Business Case Recommended Network

The strategic projects include:

- A new 16km rapid transit corridor (RTC) from Albany via Dairy Flat and onto Milldale providing efficient, frequent, high-quality public transport
- Improved public transport connections for the wider area with bus priority on key routes including a high frequency bus route connecting Ōrewa and Silverdale
- 25km of new walking and cycling paths
- Improvements to the Northern Motorway (SH1) including additional space to respond to increased travel demand and upgraded interchanges at Redvale and Silverdale and a new interchange at Wilks Road.

Of these, the most critical in terms of the inter-relationship with land use is the RTC. This is proposed to pass through the area from Redvale in the southeast of the Future Urban zone to Milldale in the north.

Further information on the Te Tupu Ngātahi projects can be found at <https://www.supportinggrowth.govt.nz/>

3 The Wainui Silverdale Dairy Flat Future Urban Area

This Strategy is part of the wider Wainui Silverdale Dairy Flat Future Urban zoned area. It is located in the Rodney Local Board area and is to the west of the Hibiscus Coast urban area and the State Highway 1 motorway. It is approximately 3,500ha extending from Upper Orewa in the north to Dairy Flat in the south (see Figure 6).

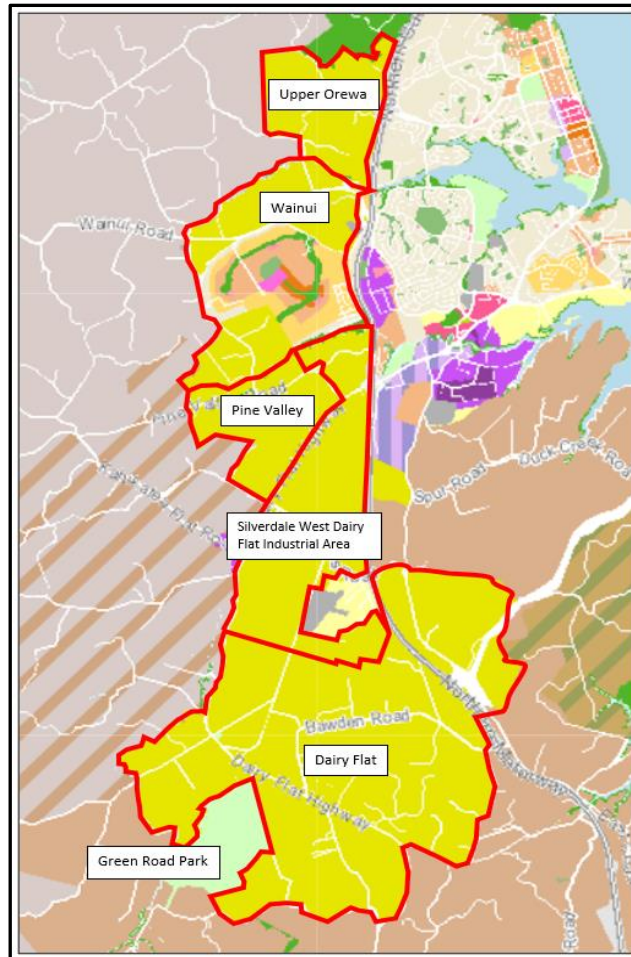


Figure 6 Wainui Silverdale Dairy Flat Future Urban Area

In the AUPOP the area is identified within the Rural Urban Boundary (RUB), and most of it has a Future Urban Zone (FUZ). The land has been located within the RUB and been FUZ n since 2016.

The area can be divided into five distinct areas as shown in Figure 6. These are:

- Upper Orewa - 265ha
- Wainui - 648 ha (includes live zoned Milldale area - 300ha)
- Pine Valley - 268ha
- Silverdale West Dairy Flat Industrial Structure Plan - 600ha
- Dairy Flat - 1,748ha (includes FUZ east of the motorway)

The area is described further in section 7 below.

4 Key Future Land Uses

4.1 Background

The Dairy Flat area is the largest part of the wider Wainui Silverdale Dairy Flat FUZ and is the focus for considering the key land use options that influence the DBC process, particularly the location of an RTC.

In the north, a large part of the Wainui area at Milldale is already “live zoned” for residential development and this is where the RTC is anticipated to terminate. As noted above, a structure plan has been prepared for the central Pine Valley/Silverdale West area (Silverdale West Dairy Flat Industrial Area Structure Plan 2019) and industrial land uses identified.

The key land use to be considered for the DBC in the Dairy Flat area at this time, is the location of a centre and associated high density residential areas. These are the key land uses which should be integrated with the provision of an RTC. High density residential development will also be associated with stations located on the RTC. These are explained further below, including the policy context relating to each of them.

To assist in addressing the key land uses in the future urban area, a number of key guiding principles have been identified for the Dairy Flat area which is the largest area. These are:

- A centre is accessible to a wide future growth area
- Ensure the strategic public transport network provides access to the centre
- Ensure the local transport network, including cycling and walking, provides access to the centre and other smaller centres
- Facilitate high density residential development close to centres and the RTC stations
- Recognise the Silverdale West Dairy Flat Industrial area
- Recognise the existing large Green Road Park
- Provide for climate change
- Avoid flood prone land
- Protect riparian corridors
- Protect areas of landscape/ ecological value
- Recognise the land use effects on/of the North Shore Airport
- Recognise the place and role of iwi.

4.2 Growth

The Future Urban Land Supply Strategy 2017 (FULSS) provided an estimate of dwelling numbers for the Wainui Silverdale Dairy Flat Area.

These were approximately:

- 4,500 dwellings in Wainui East (Wainui including Milldale)
- 28,400 dwellings in the remainder of the Upper Ōrewa, Wainui, Silverdale, and Dairy Flat area.

The Future Development Strategy 2023 which replaces the FULSS (see 6.2 below) does not revise the growth projections for specific areas. It does indicate that at a regional level there is broadly sufficient residential development capacity. However, creating more capacity for

growth, particularly in good locations of high demand, good accessibility and with low hazard risk is appropriate. It indicates that significant long-term growth over the next 30 years is expected in Auckland with the population increasing by around 30% or 520,800 people. Households are projected to grow by 34% or just under 200,000. It also indicates that current estimated plan enabled dwelling capacity is several times greater than expected demand.²

The figures from the FULSS were revised and updated for the Te Tupu Ngātahi IBC work and estimated that the dwelling capacity of the Dairy Flat part of the area, ie south of the industrial area, would be in the order of 25,500 dwellings. However, as noted above this is now outdated due to the introduction of the NPS-UD. They were reviewed again for the initial stages in the Te Tupu Ngātahi DBC process to allow for greater densities of development and reflect the densities enabled in the AUPOP. Those dwelling figures indicated that there could be approximately 40,500 dwellings in the wider Dairy Flat Silverdale Wainui area.

These figures now under state the possible future development for several reasons. They do not account for any increase in density that could occur from greater residential density around the centres and around future RTC stations. Nor do they account for increased densities that will result from the application of the NPS-UD and the Medium Density Residential Standards (MDRS) of the Resource Management (Enabling Housing Supply Other Matters) Amendment Act 2021. To determine what size a centre in Dairy Flat might be, taking these into account, a further high-level assessment of the scale of a centre that might be required was carried out.

The assessment concluded that with the NPS-UD and the MDRS, the combined effects could see a catchment potential in the order of 65,000 to 73,000 dwellings in the Dairy Flat area. With this number of dwellings, the centre would need to provide 90,000 – 140,000m² of floorspace. This would occupy approximately 25 – 37ha net of land or 33 – 49ha gross, once allowance is made for carparking, outdoor public areas and service areas, roads etc. The assessment noted that a centre of this size is at a metropolitan centre scale.

The assessment also notes that this many dwellings would represent a substantial share of Auckland's growth. To attain the 65,000 to 73,000 dwellings by 2050 and beyond, the Dairy Flat catchment would have to attract 28-30% of Auckland's total growth which seems unlikely. While this plan enabled housing capacity is substantial, the regional growth prospects have to be taken into account. Auckland's growth is expected to remain strong in the medium and longer term. Regional growth for the area could still see 40,000 households by 2050. This would suggest that a centre in Dairy Flat would sit between a small metropolitan centre and a large town centre but that a "low regret" strategy points to a small metropolitan centre. For the purpose of this report a 45ha small metropolitan centre is assumed which is toward the upper end of the range referred to above.

² Tāmaki Makaurau Future Development Strategy 2023-2050, 2023 Pg 39

4.3 Metropolitan/Town Centre

Metropolitan centres in Auckland are large regional centres that act as focal points for communities and commercial growth and contain hubs serving high frequency public transport. They provide for a wide range of activities including commercial, leisure, high density residential, cultural, community and civic services. Examples of existing metropolitan centres include Albany, Henderson and Westgate-Massey North. Metropolitan centres are discussed further below.

Town Centres are suburban centres throughout Auckland, and are typically located on main arterial roads, which provide good public transport access. They provide for a wide range of activities including commercial, leisure, residential, tourist, cultural, community and civic services, providing a focus for commercial activities and growth. Most town centres are identified for growth and intensification. Examples of larger town centres include Browns Bay Pakuranga, St Lukes and Manurewa.

The Regional Policy Statement (RPS) provides strategic direction on urban growth, the provision of centres, residential intensification and the integration of land use and transport. It essentially seeks to promote a quality compact urban form with a hierarchy of centres which provide for a range of activities that support a range of transport modes. Specific objectives and policies relevant in this context are set out in Appendix 1 below.

The AUPOP describes and sets out the objectives and policies for the Metropolitan and Town Centre Zones in Chapter H zones, H9 and H10 respectively. Both metropolitan and town centres are discussed because, as noted above, the Dairy Flat centre could sit between the two in scale, although a metropolitan centre is the preferred option at this time. Key aspects in the context of this report are set out below.

The Metropolitan Centre zone description includes the following:

...These centres are second only to the city centre in overall scale and intensity and act as focal points for community interaction and commercial growth and development and contain hubs serving high frequency transport.

The zone provides for a wide range of activities including commercial, leisure, high density residential, tourist, cultural, community and civic services.

The relevant metropolitan zone objectives and policies are set out in Appendix 1.

The Town Centre zone description includes the following:

... The centres are typically located on main arterial roads, which provide good public transport access.

The zone provides for a wide range of activities including commercial, leisure, residential, tourist, cultural, community and civic services, providing a focus for commercial activities and growth.

The relevant Town Centre zone objectives and policies are set out in Appendix 1

The key to metropolitan and town centres is therefore, that they provide for a range of activities, including community and civic services, intensification and have good public transport access.

4.4. Residential

The rest of the Dairy Flat FUZ area, and the rest of the Wainui Silverdale FUZ, will primarily be developed as a residential area with a mix of housing densities.

It is estimated that the Dairy Flat catchment could have at least 25,500 dwellings, however as noted above, the NPS-UD and MDRS provisions will increase density requirements, and this could result in the order of 65,000 to 73,000 dwellings in the long term.

The key component of residential development that is significant in the context of this Strategy is the location of high-density residential development in conjunction with the metropolitan/town centre and public transport, in this case. the RTC stations, as this is also critical to supporting the RTC.

The RPS sets out objectives and policies relating to the locational outcomes sought for high density residential development and these are essentially that it should be located adjacent to centres and corridors or in close proximity to public transport. Key RPS objectives and policies are set out in Appendix 1.

The principal zone in the AUPOP to deliver higher densities is the Terrace Housing and Apartment Building Zone. It provides for urban residential living in the form of terrace housing and apartments. The zone description states:

The zone is predominantly located around metropolitan, town and local centres and the public transport network to support the highest levels of intensification. The purpose of the zone is to make efficient use of land and infrastructure, increase the capacity of housing and ensure that residents have convenient access to services, employment, education facilities, retail and entertainment opportunities, public open space and public transport. This will promote walkable neighbourhoods and increase the vitality of centres.

The key objective in this context is set out in Appendix 1.

It is therefore important that higher density residential areas are identified around the metropolitan/town centre and possibly adjoining the southern end of Green Road Park. This will mean a substantial number of people will live in the area which will enhance the long-term viability of the metropolitan/town centre and will also encourage the use of the park and walking as a viable alternative to travel by car for local trips.

Higher density residential areas would also be located around RTC station locations when these are identified in the future.

5 Spatial Land Use Strategy for the Dairy Flat and Silverdale Future Urban Zone

5.1 Metropolitan/Town Centre and RTC

The preferred metropolitan/town centre location is on the central RTC alignment.

This is shown in Figure 7.

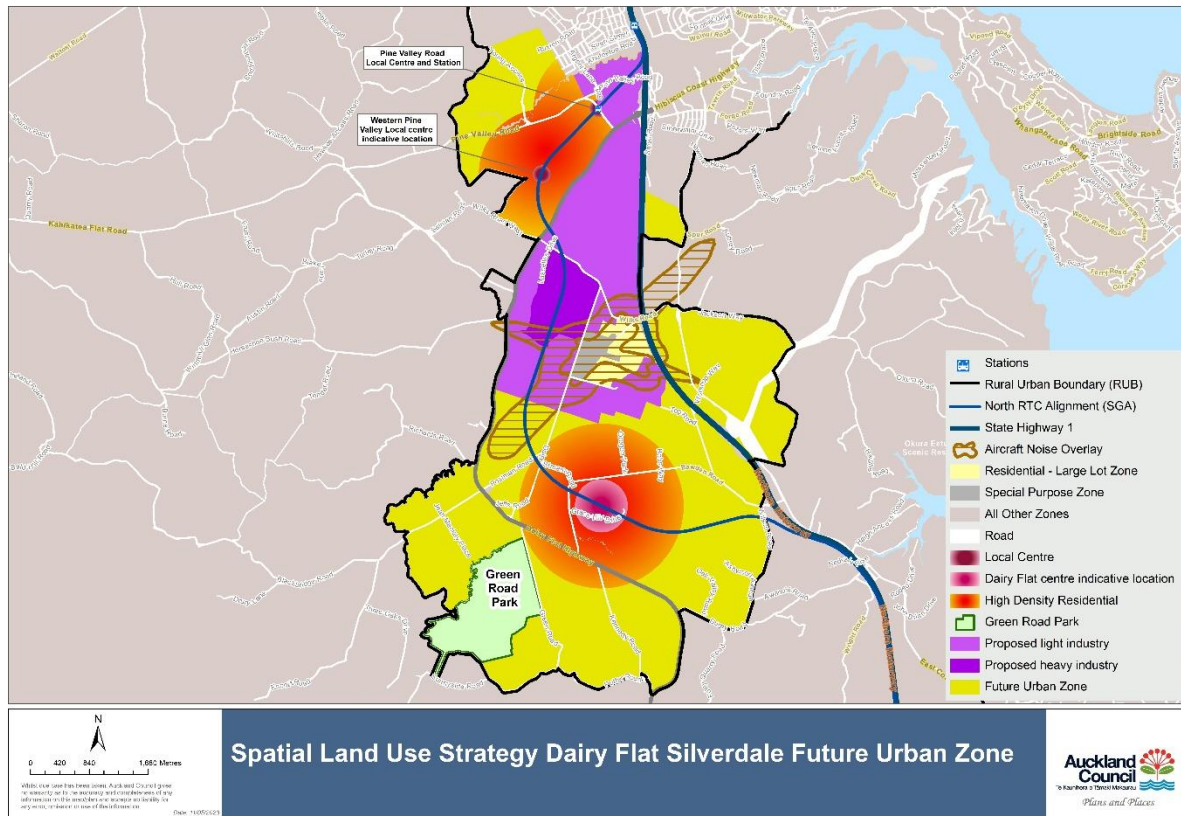


Figure 7 Spatial Land Use Strategy for the Dairy Flat and Silverdale Future Urban Zones

The Te Tupu Ngātahi work has identified a preferred RTC route that will extend from the Albany Bus Station (just south of Oteha Valley Road) and initially follow State Highway 1 before diverting at around Bawden Road through the future growth area of Dairy Flat and terminate around the newly developed Milldale residential area.

The mode of transport for the corridor is still being investigated and this will be confirmed in the future but examples of the type of mode could include buses, light rail, or light metro trains.

The section of the RTC through this part of the Dairy Flat area will:

- be approximately 20m wide allowing for rapid transit in each direction and separated walking and cycling.

- travel at high speed at approximately 80kph, but potentially slow down near the future Dairy Flat metropolitan/town centre area (depending on the mode selected).
- include two or three stations (locations to be confirmed) through the Dairy Flat area.
- include feeder buses to provide access to the rapid transit stations from new urban areas.
- be supported by a dedicated walking and cycling path to help people access the future Dairy Flat metropolitan/town centre and the rapid transit stations for onwards travel.

Further information on the RTC alignment can be found on the Te Tupu Ngātahi <https://haveyoursay-supportinggrowth.nz/>

The metropolitan/town centre is located on this central RTC alignment. The scale of the centre required is a small metropolitan to a large town centre at approximately 45ha. At this scale the centre can readily fit between the floodplains which lie to the southwest and north of the RTC alignment. The centre is shown in more detail in Figure 8.

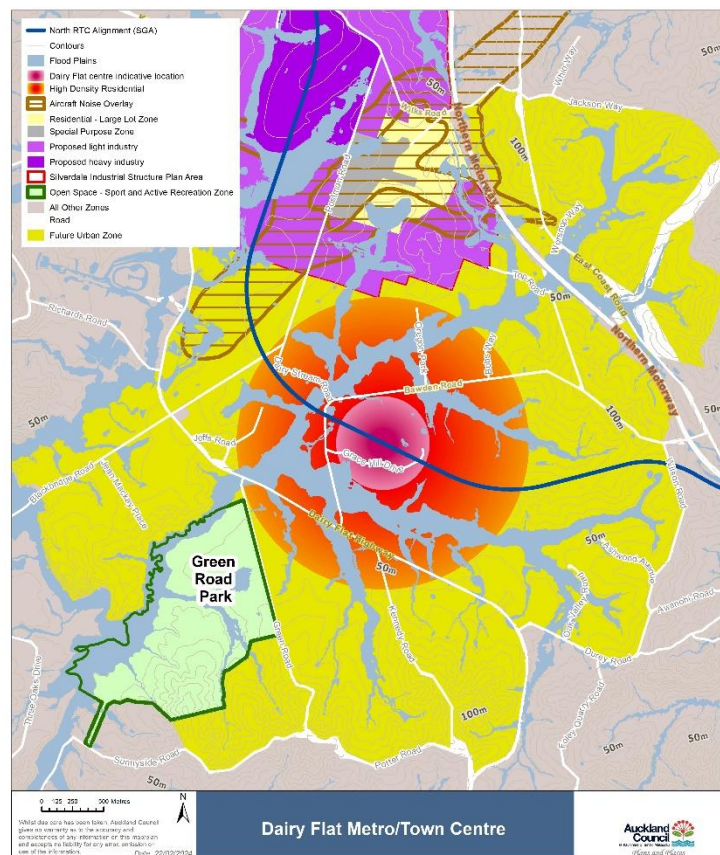


Figure 8 Dairy Flat Metropolitan/Town Centre

The land identified for the metropolitan/town centre slopes up slightly toward the RTC alignment which is located on a low ridge then slopes down slightly to the north. The floodplain adjoining the centre to the west could provide active mode access between the

RTC station and the Green Road Park and the Te Tupu Ngātahi active mode proposals include such an option. It would also create an attractive landscaped edge to the centre while ensuring sufficient space to convey flood flows clear of development.

This location provides the benefits of a transit-oriented development with the centre being on the RTC alignment providing convenient access to the RTC station. It is approximately 1,000m from the RTC corridor to the Green Road Park so the centre and the station are readily accessible to the park. There is still the opportunity to build strong connections between the centre and the park, as it will still have passive uses, even if the centre does not need to directly interact with it. This issue can be considered further at the structure plan stage. As a comparison, the Albany Bus Station is also approximately 1,000m by road to the Albany Stadium Pool on North Harbour Domain.

The centre and RTC station can be supported by a surrounding high density residential area. The extent of the high-density residential area represents an approximately 800m walking radius. This will provide a readily accessible surrounding residential catchment for the centre and for the RTC and will supplement the residential catchment within the centre. The specific location and detail of the zone, to provide for things such as floodplains, will be determined at the structure plan and catchment management plan stages.

The advantages of this metropolitan/town centre location include:

- it is centrally located in the Dairy Flat FUZ i.e., is readily accessible to most of the surrounding residential area
- it is located on the central RTC route
- the land has an easy contour
- it avoids floodplains
- enables high density residential development around the centre and the RTC station
- it is on the new Bawden Road arterial providing good access to the east and west linking Penlink and Dairy Flat Highway
- the centre is within walking distance of the Green Road Park

There are some matters that still need to be worked through in more detail including addressing the relationship of the metropolitan/town centre with the adjoining floodplains and how these could enable walking and cycling access to the centre and provide amenity values to the centre whilst ensuring sufficient space to safely accommodate flood flows. The issue of the floodplains and the separation from adjoining high density residential development also needs to be addressed but this can be considered at the structure plan and catchment plan stages when finer grained analysis and options can be canvassed.

How the centre integrates with the Bawden Road arterial also needs to be further addressed and this can occur through the designation process for the Bawden Road arterial road.

In summary, this option integrates the metropolitan/town centre, and the associated high density residential areas, with the RTC while still being within walking distance of the Green Road Park.

5.2 Local Centres and Other Residential

There will be considerable residential capacity in the rest of the Dairy Flat and Silverdale area which means there will also be a network of local and neighbour centres.

Local centres could, in some cases, be located in association with future RTC stations and the location of the stations will be identified at a later date. One area where local centres are highly likely is in the Pine Valley area in the north.

Since the draft Strategy was prepared, Te Tupu Ngātahi proposes that there now be two stations located in the Pine Valley area.

A local centre and station are proposed to be located immediately to the west of Pine Valley Road where it adjoins the proposed industrial area. This station will include a park and ride with 500 vehicle spaces. This will serve the large rural areas to the west along Pine Valley Road and Kahikatea Flat Road. This location is also a hub for the Frequent Transport Network to link public transport with the RTC from the surrounding future growth areas to the north and west. It will also include bus layover space, drop-off and pick up spaces and cycle parking for 350 cycles and shared mobility devices. It will occupy a footprint of approximately 3ha.

The location of a station adjoining the proposed industrial area could also present the possibility for some finer grained business activity to the east of the station and the adjoining local centre. An additional indicative local centre is shown associated with a possible second station located to the southwest and will serve the likely future Pine Valley residential area in the south and west. Both these local centres and the RTC are located to avoid the flood plains in the area. There will also be a network of other local and neighbourhood centres throughout the area and the location of these will be determined at the structure plan stage.

The location of other residential density types, such as Mixed House Urban, Low Density Residential and Large Lot zones, will be identified at the structure plan stage. It is not necessary to identify these in this Strategy at this stage as they do not significantly influence the location of the RTC.

5.3 Infrastructure

As discussed above the purpose of the Te Tupu Ngātahi project is to start the process of identifying the strategic transport infrastructure and improvements that will be required in the future with a view to protecting the future routes ahead of urban development.

It is recognised that water and wastewater infrastructure will also need to be provided to the area. This will have long lead times to investigate options, plan for and fund the future provision of these. Watercare has already done some work on the future servicing of the

area. For example, as outlined in the Silverdale West Dairy Flat Industrial Area Structure Plan, water supply to the Hibiscus Coast is to be upgraded by the provision of a new watermain from the North Shore via the Dairy Flat area. This will be sized to supply the future growth in the Dairy Flat area. In terms of wastewater, work done in relation to upgrades and resource consenting for the Army Bay wastewater treatment plant has included provision for future development of the Dairy Flat future urban area.

Stormwater catchment management plans will be required prior to any rezoning of the land as part of the structure plan process. These will include assessing the stormwater infrastructure required to manage the effects of stormwater flows, including flooding, and stormwater quality.

Other infrastructure providers such as power and communications also have the opportunity to be involved at the structure plan stage to enable them to plan for future service provision.

PART B - BACKGROUND AND CONTEXT

6 Strategic Context

6.1 Auckland Plan 2050

At the time that the Strategy was commenced, Auckland Council’s strategic direction for growth in Auckland was set out in the Auckland Plan 2050 Development Strategy (2018) (Development Strategy) and included the urbanisation of the FUZ at Wainui, Silverdale and Dairy Flat. This has been replaced with the Tāmaki Makaurau Future Development Strategy which was adopted by the council in November 2023.

The Development Strategy showed how Auckland will physically grow and change over the next 30 years. It takes account of the outcomes we want to achieve, as well as population growth projections and planning rules in the Auckland Unitary Plan. It provides:

- a pathway for Auckland’s future physical development
- a framework to prioritise and coordinate the required supporting infrastructure.

The Development Strategy shows the Future Urban growth areas including the Wainui, Silverdale Dairy Flat Area. This shows the Silverdale West Dairy Flat Industrial Area for which a structure plan was adopted in April 2020 (the Industrial Structure Plan). It also shows, at a high level, possible future centres. These are shown in Figure 9 below.

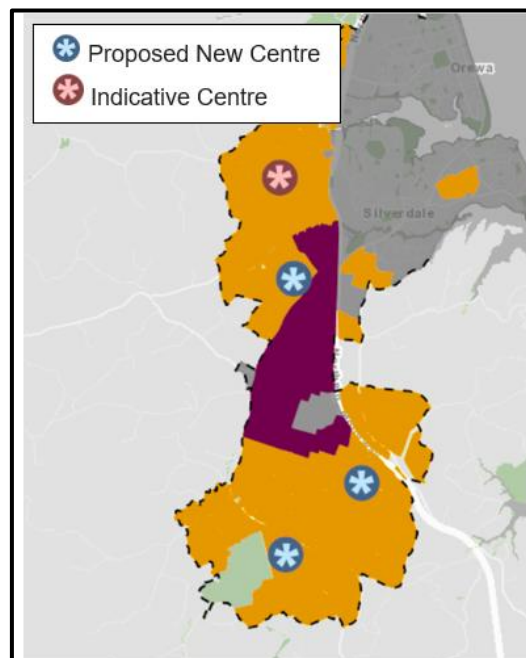


Figure 9 Auckland Plan 2050 Development Strategy (2018) Northern

Proposed new centres are shown in the Pine Valley area in the north, near the future Penlink interchange in the east and adjoining the Green Road Park in the southwest. An indicative

centre is also shown in the Wainui area, and this is at the live zoned centre in the Milldale development.

The centre in the vicinity of Green Road Park was identified because of the proximity to the park. The eastern centre location was identified as it was close to the Penlink Interchange and could potentially be accessed by an RTC route that followed the motorway. The Development Strategy predated the Supporting Growth IBC with the latter preferring an RTC alignment further to the west.

Since the draft Strategy was released for public comment, the Development Strategy 2050 and the Future Urban Land Supply Strategy 2017 (FULSS) (discussed below) have been reviewed and replaced by the Tāmaki Makaurau Future Development Strategy 2020 (FDS) (see more below).

6.2 Tāmaki Makaurau Future Development Strategy 2023

The Future Development Strategy is required by the National Policy Statement on Urban Development 2020.

The purpose of the FDS is to promote integrated, long-term strategic planning to help the council set the high-level vision for accommodating urban growth over the long term and identify strategic priorities to inform other development-related decisions. It aims to:

- achieve well-functioning urban environments
- ensure there is sufficient development capacity
- integrate planning and infrastructure planning and funding.

At the time that this Strategy was commenced, the FULSS set out a programme for sequencing the development and urbanisation of Auckland’s greenfield land over 30 years.

The FULSS identified part of the Silverdale Wainui Dairy Flat area specifically for business and it was sequenced to be development ready between 2018 – 2022. The remainder of the Future Urban zone was identified in the FULSS 2017 to be development ready in the second half of the period 2033 – 2037.

A draft FDS was released for public consultation in June 2023 before this Strategy could be completed. The final FDS was adopted by the Council’s Planning, Environment and Parks Committee on 2 November 2023.

The FDS has modified the detail in the FULSS and indicates that the infrastructure required to service full build-out most of the area is likely to be later than identified in the FULSS, primarily due to infrastructure requirements. The timing in the FDS is as follows and is shown in Figure 10:

- Silverdale West (Stage 1) - 2030+
- Silverdale West (Stage 2) - 2030+
- Silverdale West (Stage 3) – 2035+
- Weiti – 2035+

- Dairy Flat – 2050+
- Wainui East - 2050+
- Upper Orewa - 2050+

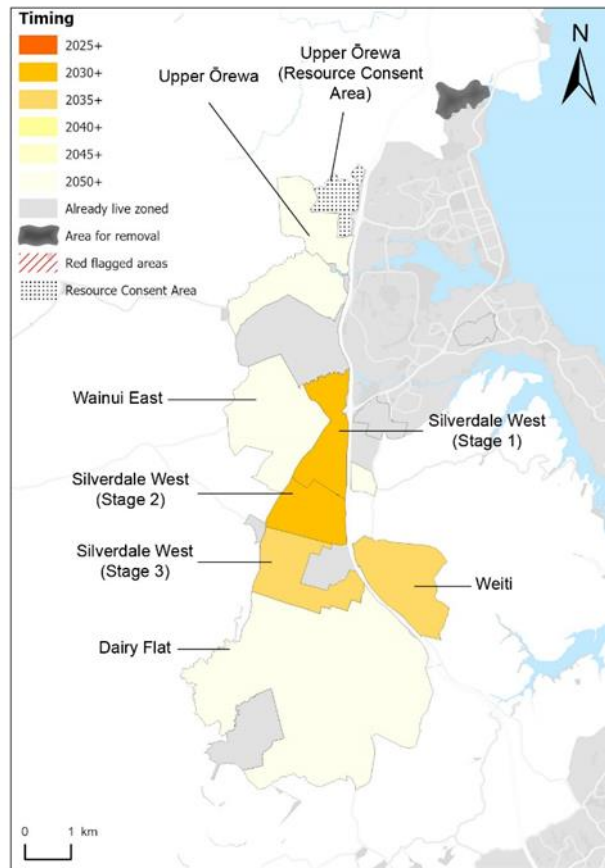


Figure 10 Future Development Strategy (2023)

The FDS also identifies future urban infrastructure prerequisites. Infrastructure prerequisites indicate the development infrastructure required to support development, and the timing of when the council is able to fund that infrastructure and when it would be required to enable the area to be ready to be live-zoned. The FDS identifies the infrastructure required for specific locations within the wider growth area, in this case Silverdale, Dairy Flat, Wainui East and Upper Orewa. In the context of this report, the relevant piece of infrastructure required for the development of the Dairy Flat area is the North Shore Rapid Transit (extension to Milldale).

The Future Development Strategy 2023 has also adopted a much stronger focus on adaptation, particularly in relation to flooding hazards and the protection of life and property and addresses the issue in some detail. In future urban areas, direction will be given for growth in hazardous locations to be avoided and it requires an integrated catchment approach to assessing and designing stormwater management and infrastructure provision.

The FDS also assessed the suitability of each future urban area for urban development, including Dairy Flat, against a range of criteria, including hazard constraints. The most hazard constrained parts of certain future urban areas are not considered suitable for urban

development due to the risk to life and property and the approach to these is to remove them as future urban areas.

The remaining parts of such future urban areas are 'red flagged' due to the impact urban development in these areas would have on increasing existing flood risk. In these 'red flag' areas, any future development proposals need to include structure plans that meet requirements as outlined elsewhere in the FDS.

The Dairy Flat area was not considered unsuitable for urban development nor was it "red flagged".

6.3 National Adaptation Plan 2022 and Emissions Reduction Plan 2022

Aotearoa New Zealand's first National Adaptation Plan (National Adaptation Plan) and Aotearoa New Zealand's first Emissions Reduction Plan (Emissions Reduction Plan) came into effect from 30 November 2022.

They are requirements under the Climate Change Response Act 2002 (CCRA) in seeking a stronger link to decision-making under the RMA 1991 and Aotearoa New Zealand's climate goals. These include direction on how to address identified risks from the National Climate Change Risk Assessment 2020, as well as actions and policies to keep emissions on track towards the CCRA 2050 emissions reduction target.

While not regulations in themselves, local government must 'have regard' to the National Adaptation Plan and Emissions Reduction Plan matters such as in strategies.

The National Adaptation Plan has three key goals:

Goal 1: Reduce vulnerability to the impacts of climate change

Goal 2: Enhance adaptive capacity and consider climate change in all decision levels

Goal 3: Strengthen resilience

These contribute towards Aotearoa's long-term strategy for adapting to climate change. Priorities relevant for the Strategy are:

Priority 2: Ensuring our planning and infrastructure investment decisions drive climate resilient development in the right locations

Priority 4: Embedding climate resilience across government policy

The plan also identifies "outcome areas" and those particularly relevant to this Strategy include homes, buildings and places, and infrastructure.

Key actions under these relevant to this Strategy include:

- Set national direction on natural hazard risk management and climate adaptation
- Integrate adaptation into Waka Kotahi decision making

- Reduce and manage the impacts of climate hazards on homes and buildings
- Develop guidance to support asset owners to understand and manage the risks of climate change on physical assets

Themes of the Emissions Reduction Plan particularly relevant to this Strategy are working with nature and a productive, sustainable and inclusive economy.

Under working with nature, a key area is prioritising nature-based solutions in planning and regulatory systems. Under a productive, sustainable, and inclusive economy, a key area is Planning and Infrastructure. A relevant action here is to enable low-emissions and resilient housing and urban development.

The Emissions Plan also sets out actions for various sectors and in this context the transport sector is the focus. Relevant actions include:

- Increase support for walking and cycling, including initiatives to increase the use of e-bikes
- Improve the reach, frequency and quality of public transport, and make it more affordable for low-income New Zealanders.

The main implications of National Adaptation Plan and the Emissions Reduction Plan on the planned urbanisation of the Dairy Flat and Silverdale area, relate to the incorporation of a green network, avoiding flood prone land and ensuring that the urban development delivers accessible, frequent and fast public transport and providing the density of people to effectively support the transport network. The opportunities for access to active modes is also important.

6.4 National Policy Statement on Urban Development 2020

The National Policy Statement on Urban Development 2020 (NPS-UD) is part of the Government's Urban Growth Agenda. The NPS-UD aims to ensure that New Zealand's towns and cities are well-functioning urban environments that meet the changing needs of our diverse communities.

The NPS-UD directs local authorities to enable greater housing supply and ensure that planning is responsive to changes in demand, while seeking to ensure that new development capacity enabled by councils is of a form and in locations that meet the diverse needs of communities and encourages well-functioning, liveable urban environments.

In this context the relevant aspect is that it requires local authorities to enable more development capacity, so more homes can be built in response to demand. The NPS-UD provides direction to make sure capacity is provided in accessible places, helping homes be built in the places close to jobs, community services, public transport, and other amenities.

There are a number of policies about intensification (Policies 3, 4 and 5) which seek to improve land-use flexibility in the areas of highest demand, areas with good access to employment, community services and good public transport services. Particularly relevant in this context is the major tenet of the NPS-UD of providing for intensive (6 storey +)

urbanisation within walkable catchments from centres and rapid transit stops. This is typically associated with an 800m or a 10-minute walk.

The main implications of the NPS-UD on the planned urbanisation of the Dairy Flat and Silverdale area, relate to development capacity that could occur in the area, particularly in centres and around future rapid transit stations. Taking account of the NPS-UD policies it is therefore likely that the yield of residential development in the area could increase significantly from that which could result from the existing AUP residential zones.

As noted earlier, the NPS-UD also requires the preparation of a FDS. The purpose of an FDS is:

- (a) to promote long-term strategic planning by setting out how a local authority intends to:*
 - (i) achieve well-functioning urban environments in its existing and future urban areas; and*
 - (ii) provide at least sufficient development capacity, as required by clauses 3.2 and 3.3, over the next 30 years to meet expected demand; and*
- (b) assist the integration of planning decisions under the Act with infrastructure planning and funding decisions.*

The NPS-UD states that the council must have regard to the FDS when preparing or changing RMA planning documents and is strongly encouraged to use the FDS to inform any other relevant strategies, such as this Strategy.

As noted above, the council adopted its FDS on 2 November 2023.

6.5 Resource Management (Enabling Housing Supply Other Matters) Amendment Act 2021

The Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (the Act) requires medium density residential standards (MDRS) to be applied to specified urban areas, to enable a wider variety of housing choice.

The Act requires councils in specified high growth areas to apply the MDRS to most of their existing residential areas as part of their plans from August 2022. These standards will enable people to develop up to three dwellings on each site, each being up to three storeys, without needing to apply for a resource consent.

The main implication of the MDRS provisions is that it would enable substantially more dwellings to be developed in the Mixed Housing Urban Zoned areas that might be applied in the Dairy Flat area, except where there are qualifying matters, such as flood prone land.

7 The Dairy Flat and Silverdale Future Urban Area

7.1 Existing and Other Proposed Land Uses

This section outlines existing and other proposed land uses in the area.

7.1.1 Existing Land uses

The area is currently primarily a rural lifestyle area. Prior to being zoned Future Urban, it was mainly zoned as rural countryside living. In the Dairy Flat FUZ area alone, there are over 700 parcels in the size ranges shown in Table 1.

Parcel size range	Parcel Count
0 to 1.99ha	368
2 - 3.99ha	286
4 – 9.99ha	56
Greater than 10ha	11

Table 1 Dairy Flat Parcel Sizes

Several large rural lifestyle farm park type areas have developed such as the Goodland Country Estate and the Grace Hill Drive area where large houses and landscaped gardens have been developed. The area is therefore significantly fragmented into relatively small parcels.

Dairy Flat Primary School is located in the northwest adjoining Dairy Flat Highway and Dairy Flat Community Hall and Tennis Club is located on the corner of Dairy Flat Highway and Postman Road.

North Shore Airport is located centrally, to the east of Postman Road and is an important piece of regional infrastructure asset. Enabling its on-going operation is important. The North Shore Aero Club owns and operates the airport. It has 545 members and 185 aircraft registered at the field. The airport is an important flight training facility, and nine aviation related businesses operate on the airport including Great Barrier Airlines, Sun Air and Commercial Helicopters. It is also home of Northland Emergency Rescue Trust's three helicopters.

Associated with the airport and set out in the AUPOP, are an Airport Approach Surface Overlay and an Aircraft Noise Overlay. The Aircraft Noise Overlay controls activities sensitive to aircraft noise within air noise contours. Part of the outer 55dB Ldn noise contour extends to the southwest from the airport to the northern part of the Dairy Flat Future Urban zone between Postman Road and Dairy Flat Highway. As outlined below, the Silverdale West Dairy Flat Industrial Area Structure Plan 2020 identifies industrial land uses around the airport in part to avoid reverse sensitivity effects on the airport and future development beyond the airport. The Aero Club has expansion plans to extend the runway to the southwest but would have several processes to go through before that could happen.

To the west of Dairy Flat Highway at the junction with Kahikatea Flat Road and outside of the Strategy area, there is a small business area with a range of businesses that serve the local community.

Also, to the west of Dairy Flat Highway, and outside of the Strategy area, is the Waste Management Redvale Landfill and Energy Park. Waste Management operates the landfill and supplies embedded renewable energy to the grid and to local greenhouses. Waste Management’s landfill resource consent expires in 2028. However, Waste Management will continue to manage the landfill’s closure and its after care which will run for 30 years, through to 2058.

7.1.2 Silverdale West Dairy Flat Industrial Area

A structure plan has been prepared for the central part of the area and identifies 600ha for industrial development (Silverdale West Dairy Flat Industrial Area Structure Plan 2020). This land is located to the west of the State Highway 1 motorway from Pine Valley in the north, to south of the North Shore Airport and west to the Dairy Flat Highway. The total structure plan area is 600ha gross, however, once floodplains and roads are deducted, the net developable area is 350ha (see Figure 11) (note that at the time that the structure plan was completed it showed the IBC RTC location)

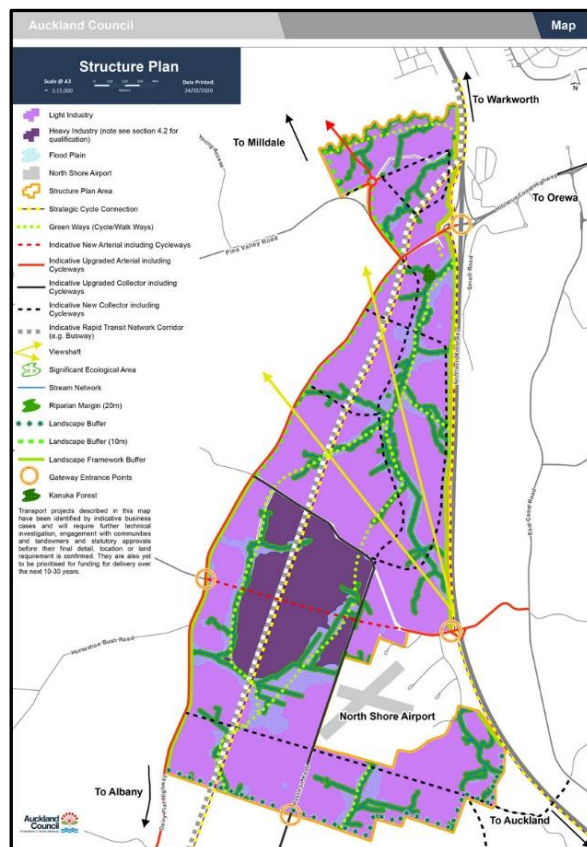


Figure 11 Silverdale West Dairy Flat Industrial Area Structure Plan

The structure plan identifies 294ha (net, excludes floodplains and roads) for light industry and 56ha (net) for heavy industry. The area of heavy Industry is located south of Wilks

Road. The RTC alignment proposed in the IBC passes through the structure plan area but the RTC alignment in this area is being further considered through the DCB process.

This structure plan area has not been revisited as part of this Strategy.

7.1.3 Green Road Park

Green Road Park is an existing 154ha green space in Council ownership located on the western edge of the Dairy Flat FUZ and fronts Green Road, see Figure 2 above and Figure 12 below. The first 39ha of the park was purchased from Jim Holdaway by the Rodney District Council in 2000 and a further 115ha was purchased in 2006. The land was purchased for future recreation and a range of organised sporting activities, for local, sub-regional and regional use.

The eastern part of the park is flat and the western part more undulating. The Park is characterised by a number of waterways, areas of exotic bush and native forest. It is a significant area of open space in the Auckland context being more than twice the size of the Auckland Domain and 50% larger than Barry Curtis Park in Manukau.

In October 2020, the Rodney Local Board adopted the Green Road Park Master Plan. The Master Plan is a 10-year plan for the park and sets out the following vision:

A destination park for a range of active and passive recreational pursuits, for all the community.

In the first 10 years the focus will be on providing walking infrastructure and ecological restoration. The plan will be reviewed in 2030 when more is known about the makeup of the community moving to the area and their sport, recreation and open space needs. The Master Plan will build the foundations for a destination park in order to future proof the park for likely residential growth in the surrounding area.

The Master Plan proposes a spatial layout for the park where activities should be encouraged to occur. It identifies two activity zones as shown in the Figure 12 below.

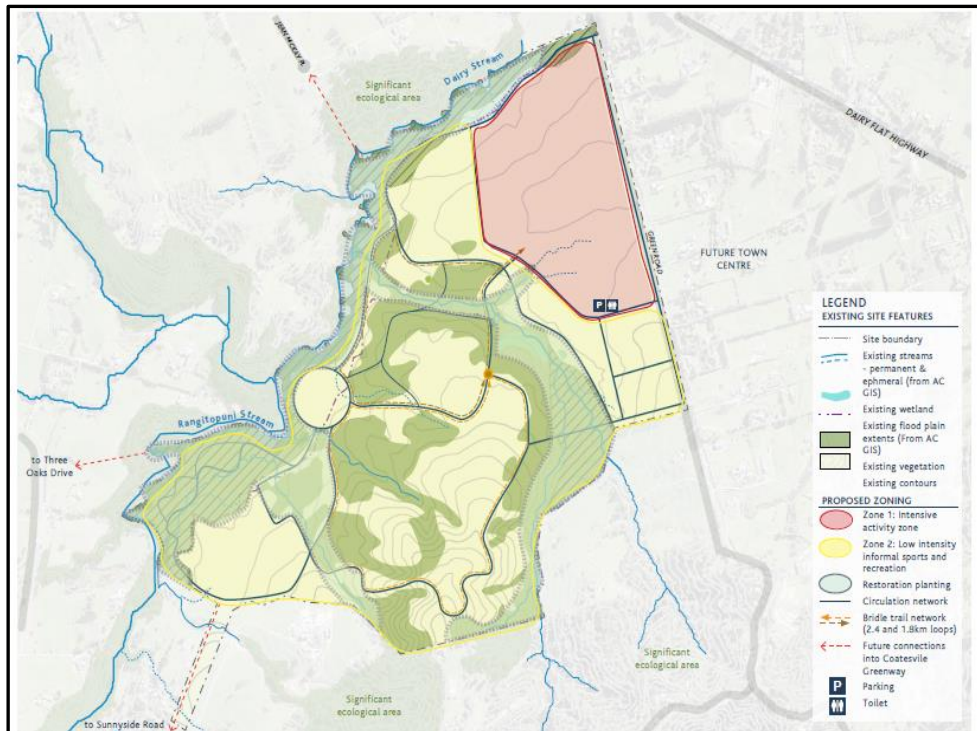


Figure 12 Green Road Park Existing Features and Proposed Activity Zone

Source Green Road Park Master Plan 2020

An Intensive Activity zone (Zone 1) is shown in the north adjoining Green Road. This area is approximately 30ha and is the focus for active recreation and development including buildings and car parking. In comparison the Albany Stadium and surrounding reserve land occupies approximately 28ha. The remainder of the park is in Zone 2, and this provides for low intensity recreation such as walking and nature appreciation.

In the Council's Open Space Provision Policy 2016 the Green Road Park is categorised as a Destination Park. These provide for large numbers of visitors who often make long visits and may travel from across Auckland. Typically, they are more than 30 hectares, accommodate specialised facilities, eg sports fields and/or have significant or unique attributes eg distinct natural, heritage or cultural features. Destination parks also provide for the local residents' suburban and neighbourhood park needs.

Green Road Park has all of these features. It is therefore a significant piece of existing infrastructure which will influence and be an integral part of the future development of the Dairy Flat urban area.

8 Dairy Flat Metropolitan/Town Centre Options

The Auckland Plan Development Strategy, as noted above, identified several possible centre locations in the Wainui Silverdale Dairy Flat area. These centres provide the starting point for this Strategy.

The main focus of this section is on the Dairy Flat area as this is the area where a new metropolitan/town centre is required given the scale of the future urban area. The northern Pine Valley location is more likely to be a local centre due to the smaller surrounding future urban, likely residential, area.

There are considered to be three options for a metropolitan/town centre in the Dairy Flat area to serve the future residential that will occur there, and these are shown in Figure 13 and are:

- in the east near the Penlink Interchange
- central to the east of the Bawden Road /Dairy Flat Stream Road intersection near the IBC RTC route
- in the west adjoining Green Road Park and Dairy Flat Highway.

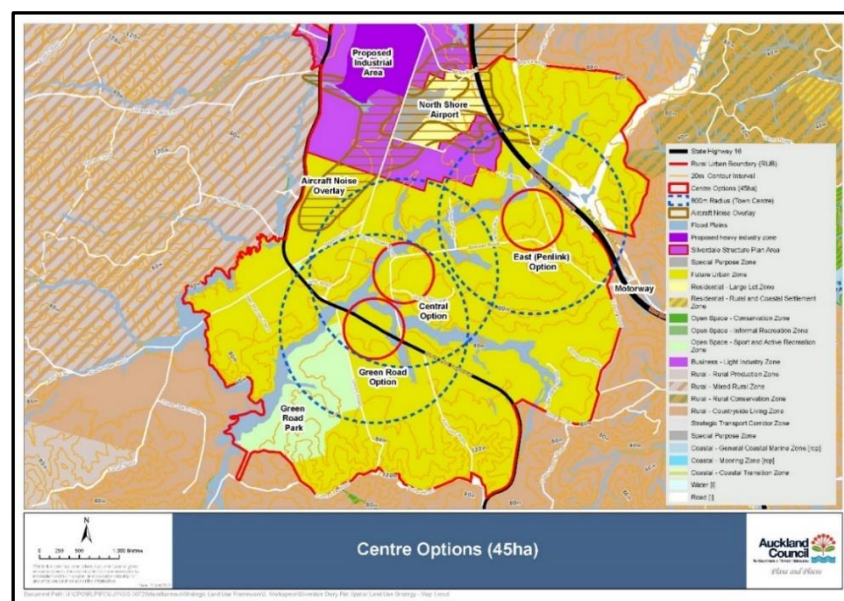


Figure 13 Dairy Flat Centre Options

Figure 13 also shows the extent of 800m pedestrian catchments around the centres which is the generally recognised distance for walkable catchments to centres and RTC stations. This is where higher density residential development could occur. This helps give a sense of the extent of these for considering future RTC routes and station locations.

In considering the options it has been assumed that they are located clear of streams and floodplains. They are also all outside of the North Shore Airport Aircraft Noise Overlay.

Several other options for a centre location were suggested through the feedback on the draft Strategy and these are discussed in section 6.4 below in Appendix 2 on the response to feedback.

The preferred option set out in the draft Strategy is discussed in section 9.1 below and the final preferred option is outlined in section 5 above.

8.1 Eastern Option

The eastern centre option arose from the Transport for Future Urban Growth work in 2016 which had a centre option near the Penlink interchange. At that time, it was assumed that the RTC would be largely in the motorway corridor. The IBC emerging preferred option now places the RTC away from the motorway alignment and located to the west to serve a greater residential area. However, an eastern alignment is still being considered as part of the DBC process.

The advantages of a centre in this location are:

- close to the Penlink interchange and a possible new arterial between Penlink and Dairy Flat Highway
- close to a potential eastern RTC alignment close to the motorway corridor.

The disadvantages of this option are:

- distant from most of the Dairy Flat future urban area residential catchment
- the topography to the east is not ideal, being some of the steeper land in the Dairy Flat area
- distant from Green Road Park.

8.2 Central Option

The central option could be located to the east of the Bawden Road/Dairy Flat Stream Road intersection. It could be located on or near a central RTC route as identified in the IBC. It is assumed that an RTC station would be located in association with the centre.

The advantages of a central location are:

- it is located on the preferred RTC route in the IBC
- it is centrally located in the Dairy Flat FUZ ie accessible to most of the residential area
- there is a large enough area for the centre clear of flood plains
- high density residential development could be developed all around the centre and the RTC station
- reduces the number of stream crossings for the RTC
- it could be on or near a new Penlink to Dairy Flat Highway arterial.

The central option has the following disadvantages:

- the middle of the centre would be approximately 1km from the Green Road Park
- the centre doesn't benefit from the amenity of the park
- future park users will rely more on private vehicles
- the centre is not adjacent to Dairy Flat Highway arterial so less connected to the north and south
- the land is slightly sloping so is less attractive for commercial development
- additional open space land in the centre would need to be purchased by the Council.

8.3 Green Road Option

The Green Road centre option is located between Green Road and Dairy Flat Highway just south of the junction of the two roads and adjacent to the existing Council owned Green Road Park.

The Green Road centre option has the following advantages:

- the north-eastern part of the park is flat and suitable for more intensive and multiple activities, including civic facilities
- the park will provide amenity for people working, living in, and using the centre
- benefits to the park, include informal surveillance, amenity for park users, and availability of public transport
- the land for a centre is generally flat and of sufficient area to enable centre development
- adjoins the Dairy Flat Highway arterial providing good access to the north and south
- could be near the western end a new Penlink to Dairy Flat Highway arterial
- high density residential development can occur adjoining the park
- avoids Council having to purchase additional open space land in a different centre location
- reasonably central to the surrounding likely residential land.

The Green Road centre option has the following disadvantages:

- a centre could be adversely impacted by flooding from the streams to the north
- reverse sensitivity effects on the centre and surrounding high density residential from intensive recreation activity, eg lights, noise
- an RTC alignment to, or near to, the centre would involve more stream crossings and be slightly longer than more eastern options
- part of the pedestrian catchment of the centre is park, which could limit density around an RTC station
- not as centrally located in the Dairy Flat future urban area as the central option
- being on the south side of Dairy Flat Highway, there could be severance issues for the future residential land to the north and east.

9 Consultation on the Draft Spatial Land Use Strategy

9.1 Draft Spatial Land Use Strategy

The preferred option set out in the draft Strategy was a combination of the Green Road Option and the Central Option. This had the metropolitan/town centre located on the central RTC alignment extending southwest to Green Road Park and is shown in Figure 14 below.

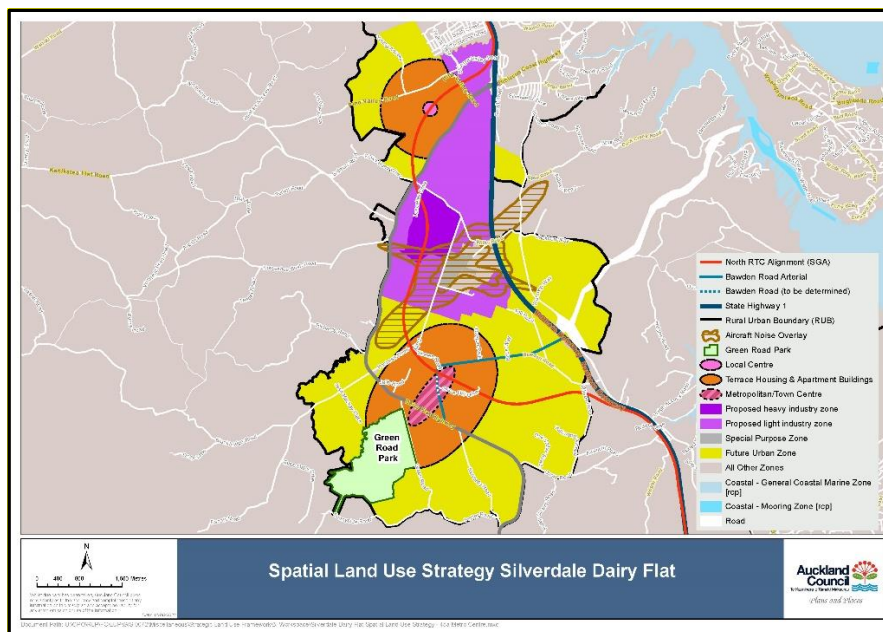


Figure 14 Draft Spatial Land Use Strategy 2022

It was initially proposed that the centre should be located adjoining the Green Road Park and that there would be benefits for the park and the town centre, particularly for the location of civic facilities such as a library. It was also considered that there would be advantages of the RTC corridor being located adjoining or even crossing Dairy Flat Highway to integrate the centre, the park and the RTC.

However, as work on the RTC options progressed the preferred RTC alignment was concluded to be the central location to the northeast of Dairy Flat Highway.

Given the size of the centre required, it was considered that a centre option that combined a location adjoining the RTC and Green Park could still be achieved with benefits to the centre of being accessible to both the Green Road Park and the RTC. The distance from the RTC to the Park is approximately 1000m which is a walkable distance. It would also have the benefit of being able to use the existing park asset to provide civic facilities and amenity to the southern end of the centre. Also, the land near the park is flat and adjoins the Dairy Flat Highway.

The draft Strategy also showed a possible high density residential area extending for 800m adjoining the metropolitan/town centre and the Green Road Park to take advantage of the amenities of both.

A local centre was identified in the Pine Valley area associated with the RTC alignment. Residential zoning for the remainder of the area was not specified and will be determined at the structure plan stage.

9.2 Iwi Engagement

As noted above Mana Whenua are also part of Te Tupu Ngātahi and were involved in developing the DBC.

In 2020 at the start of the preparation of the draft Strategy the following iwi groups were advised of the project:

- Ngāti Wai
- Ngāti Manuhiri
- Te Runanga o Ngāti Whātua
- Te Uri o Hau
- Ngāti Whātua o Ōrākei
- Ngāi Tai Ki Tāmaki Tribal Trust –
- Ngāi Tai ki Tāmaki
- Te Kawerau a Maki
- Te Ākitai Waiohū
- Te Akitai Waiohū Iwi Authority
- Ngāti Te Ata
- Ngāti Paoa Iwi Trust
- Ngāti Paoa Iwi
- Ngāti Maru
- Ngāti Maru Rūnanga Incorporated
- Ngaati Whanaunga
- Ngāti Whanaunga Incorporated
- Ngāti Whātua o Kaipara
- Nga Maunga Whakahii o Kaipara

A draft Cultural Values Assessment (CVA) prepared by Ngāti Manuhiri in 2018 for Supporting Growth was available. In terms of future management and growth the concerns raised in the CVA included:

- The ongoing degradation of waterways through further development, loss of habitat and stormwater runoff
- Growth exceeding current predictions
- Connectivity appropriate to growth, need and demand
- Unforeseen adverse impacts of the environment
- Sustainable development
- Unaffordability of dwellings for Man Whenua.

In July 2022 the draft Strategy was made available to the above iwi groups. At that time, Ngāti Manuhiri advised that they were unable to provide comment on the draft.

Subsequently Te Kawerau a Maki with Ngāti Manuhiri, have prepared a further Cultural Impact Assessment for the Supporting Growth project. This reached conclusions on the proposed transport network, but these are also relevant to the proposed future land uses. It concluded that the proposal will result in a range of adverse cultural impacts including cumulative changes to the cultural landscape and urbanisation of waterways and flood prone areas. Positive impacts relate to transport efficiencies and opportunities for ecological and cultural interpretation enhancement. It identified a number of significant adverse effects that will either need to be reduced further or require offsetting. These particularly related to effects on streams and significant areas of native vegetation.

It also indicated that the new RTC introduces the largest source of new impacts and while they are not opposed to this in principle, they do have concerns about the unlocking of inappropriate development within flood prone areas and the impact to the landscape of introducing a parallel transit corridor to SH1 rather than integrating their footprints. This concern however is prefaced on the RTC unlocking or coming prior to most development rather than the reverse where it is responding to existing development created within the FUZ over the next decades. The former case (unlock) is challenging for iwi as a level of harm. The latter case (respond) is supported as a means of lessening existing harm. No other feedback was received from iwi.

9.3 Feedback Received

The draft Strategy was open for consultation from 11 July 2022 to 19 August 2022. The consultation was publicised in conjunction with the Te Tupu Ngātahi Programme for future transport plans for the North of Auckland. One open day was held in Dairy Flat on 13 August 2022 where both the future transport plans, and the Strategy were presented.

There were 134 pieces of feedback received on the Strategy. The majority of the responses used the council's feedback form (114). Of these 16 included detailed attachments. A further 14 pieces of feedback were received via email to the dedicated email address set up for the engagement. Six pieces of feedback were received by Te Tupu Ngātahi and were passed on to the Council.

Detail on the feedback received, and responses to it, is provided in Appendix 2. The specific feedback comments are provided in Attachments 1 and 2 to Appendix 2.

In terms of the feedback to the online questions, 55 percent of did not support the Strategy while 44 percent did support it. In terms of the location of the proposed town centre, 63 percent opposed it and 36 percent supported it. The reasons are outlined under the key themes below.

It is noted that there were around 241 pieces of feedback on the related transport network consultation being run by t Te Tupu Ngātahi. A summary of that feedback can be found at <https://www.supportinggrowth.govt.nz/>

9.4 Summary of Key Themes

A number of key themes emerged from the feedback received on the draft Strategy.

Not surprisingly the feedback in opposition included many more points and reasons to disagree with aspects of the Strategy than did the feedback in support of it which appeared to accept the rationale in the Strategy. A summary of the key themes is provided below with more detail provided in Appendix 2.

The feedback received in support of the Strategy can be grouped into the following themes with some reasons from the feedback provided.

Growth Management

- Land zoned for future development for some time, next best area
- Need more growth areas supported by multi modal transport options
- Minimise reliance on motor vehicles.

Centre Location

- Centre located centrally within intended development and between Albany and Silverdale
- Locate centre between Green Road Park and Dairy Flat Highway

Green Road Park

- Unlocks potential of Green Road Park
- Unique opportunity to integrate the park and the centre.

Infrastructure

- Infrastructure will be improved.

The feedback received in opposition to the Strategy can be grouped into the following themes with some reasons from the feedback provided.

Centre Location

- Proximity of centre to Green Road Park overstated, too far from RTC,
- Centre located on a floodplain
- Centre severed by Dairy Flat Highway and Bawden Road
- Shape of centre will not achieve transport outcomes,

Growth Management

- No demand for a new centre, centre too large, intensify in existing areas, too close to Albany and Silverdale
- Creating urban sprawl, keep the area rural/green open space
- Disruptive to existing residents' lifestyles

Effects on Green Road Park

- Oppose urban development adjacent to Green Road Park

- Not the intended use of the Park, it is to be a rural park.

Infrastructure

- Inadequate infrastructure and it will be expensive.

9.5 Summary of Responses to Feedback

The response to the key themes raised in the feedback is summarised below and is provided in detail in Appendix 2. This includes some matters raised that were not key themes but which it is appropriate to respond to.

9.5.1 Centre Location

The original advice from the Council's Community Facilities Department supported the location of the centre adjoining Green Road Park. The preferred location for the RTC, and its stations, is now further to the northeast away from the park. The Council's Community Facilities Department now considers it is preferable that community facilities be located as close to the RTC station as possible and not near the park.

The advice also considered that it was not essential that a centre be located near the major regional sports facilities contemplated on the park, or that it be near the intensive sports facilities, with floodlighting etc and extended hours of operation, there would be reverse sensitivity issues. However, part of the park could still provide an opportunity for residential development to take advantage of the amenity values of the park, but this can be explored further at the structure plan stage.

Given the public feedback received on flooding in the area, and the extreme flood events of January and February 2023, the flooding matter has been reviewed by the Healthy Waters Department.

Prior to the recent flood events and as part of wider investigations, additional flood modelling has been carried out to reflect climate change and increased temperature scenarios (+2.1°C and +3.8°C) This has shown that the extent of the floodplains in the area will increase slightly, particularly the east west floodplain just north of Dairy Flat Highway.

As noted above the Future Development Strategy 2023 has also adopted a much stronger focus on adaptation, particularly in relation to flooding hazards and the protection of life and property and addresses the issue in some detail. It requires an integrated catchment approach to assessing and designing stormwater management and infrastructure provision. It also reviewed the Dairy Flat area and did not find it unsuitable for urban development.

Following the January and February 2023 flood events, initial investigations of the floods across Auckland show that the flood levels were likely to have been within the wider floodplains referred to above for the +3.8 °C scenario.

Given the feedback and the further consideration of the location of community facilities and flooding, and the Future Development Strategy, the Strategy has been amended to focus the

centre solely on the RTC alignment and its associated station and enables good land use and transport integration.

The existence of floodplains in some parts of the area does not necessarily mean that the area is unsuitable for development. Development can be carefully integrated with the flood plains, for example through the open space and walking and cycling network. The extent of flooding, and the nature of mitigation, can also be considered at the structure plan and catchment management stages when finer grained analysis and detailed options can be canvassed.

9.5.2 Growth Management

The Dairy Flat area has been identified for future urban development since 2016 when the land was rezoned in the AUPOP. While the Auckland Plan and the AUPOP have a focus on intensifying existing urban areas, new growth areas will likely be needed and this is also recognised in the NPS-UD,

The FDS indicates that Auckland's growth is expected to remain strong in the medium and longer term. Regional growth prospects suggest that a small metropolitan centre to a large town centre (45ha) could be needed in the future. At the time of structure planning for the area more detailed analysis will be carried out and will reflect the economic conditions at the time.

It is acknowledged that identifying new areas for growth ahead of time creates uncertainty for landowners, but it is important to identify growth areas ahead of time to enable residents to plan and consider their options. It is also important to ensure major infrastructure that takes a long time to plan, fund and construct, is identified early and routes protected ahead of development.

Other services will also be required to serve the new urban area such as schools and hospitals and the providers of such facilities can more actively engage in the process at the structure planning stage.

9.5.3 Effects on Green Road Park

The opposition to urban development adjacent to the Green Road Park is acknowledged, however, the adjoining land has been identified for future urban development for some time. The park will be an asset for a much greater number of people to enjoy.

The impacts of residential development on the park will be able to be addressed when a more detailed structure plan is prepared.

9.5.4 Infrastructure

The purpose of the Te Tupu Ngātahi project is to start the process of identifying the strategic transport infrastructure and improvements that will be required in the future with a view to protecting the future routes ahead of urban development. Water and wastewater infrastructure will also need to be provided to the area. It is due to the long lead times to

investigate options, plan for and fund the future provision of these that led to the long timeframe set out in the FDS for the Dairy Flat area, ie 2050+. Stormwater proposals and more detailed flooding investigations will occur at the structure plan stage and stormwater catchment management plans will be required prior to any rezoning of the land. Other infrastructure providers such as power and communications also have the opportunity to be involved at the structure plan stage to enable them to plan for future service provision.

9.6 Key Changes to the Strategy

Given the responses to feedback, changes have been made to the Strategy.

The key changes are as follows:

- The location of the proposed metro/town centre has been re-located on higher ground closer to the central RTC and away from more flood prone land and does not extend toward the Green Road Park and span a floodplain.
- Amendments in relation to flooding and the extent of the floodplains.
- Additional explanation of the growth prospects in Auckland and the area.
- Amendments to expand on the background and vision for the purchase of the Green Road Park.
- Amendments to recognise that other centre locations were suggested in the feedback.
- Additional explanation of the existing uses of the area is provided to recognise that the future growth will impact on existing communities.
- Additional explanation about other infrastructure provision.
- Clarification that the Silverdale West Dairy Flat Industrial Area Structure Plan is not open for further engagement or review at this time.
- Addition of a section on the National Adaptation Plan and Emissions Reduction Plan.
- Addition of material on the Tāmaki Makaurau Future Development Strategy November 2023, particularly its stronger approach to natural hazards and flooding.

10 Next steps

The final Spatial Land Use Strategy for the Dairy Flat and Silverdale Future Urban Zones was adopted by the Auckland Council Planning, Environment and Parks Committee on 14 March 2024.

The Strategy will inform Te Tupu Ngātahi's Detailed Business Cases for key transport infrastructure projects in the North and their route protection (via designations).

The Strategy provides further detail as to how the area should develop. Further work will be completed before urban development can take place, including the preparation of a catchment management plan and a detailed structure plan which will address issues such as flood hazards. They will also address the considerable infrastructure that will be required to service the area, such as water and wastewater. A statutory plan change to the Auckland Unitary Plan will also be required before any development can take place. Work on these documents won't commence for several decades to align with the 2050+ timing for zoning for development set out in the Future Development Strategy 2023.

Appendix 1

Relevant Regional Policy Statement and Auckland Unitary Plan Objectives and Policies

B 2.2 Urban Growth and Form

Objective

- (1) *A quality compact urban form that enables all of the following:*
- (a) *a higher-quality urban environment;*
 - (b) *greater productivity and economic growth;*
 - (c) *better use of existing infrastructure and efficient provision of new infrastructure;*
 - (d) *improved and more effective public transport;*
 - (e) *greater social and cultural vitality;....*

B2.2.2. Quality Compact Urban Form

Policies:

- (5) *Enable higher residential intensification:*
- (a) *in and around centres*
 - (b) *along identified corridors: and*
 - (c) *close to public transport, social facilities (including open space) and employment opportunities*
- (6) *Identify a hierarchy of centres that supports a quality compact urban form:*
- (a) *at a regional level throughmetropolitan centres and town centres which function as commercial, cultural and social focal points for the region or sub-regions; and....*

B2.4 Residential Growth:

Objective

- (3) *Land within and adjacent to centres and corridors or in close proximity to public transport and social facilities (including open space) or employment opportunities is the primary focus for residential intensification.*

Policy 2:

- (2) *Enable higher residential intensities in areas closest to centres, the public transport network, large social facilities, education facilities, tertiary education, facilities, healthcare facilities and existing or proposed open space.*

B2.5 Commercial and Industrial growth:

B2.5.2 Policies

- (2) *Support the function, role and amenity of centres by encouraging commercial and residential activities within centres, ensuring development that locates within centres contributes to the following:*
- (a) *an attractive and efficient urban environment with a distinctive sense of place and quality public places;*
 - (b) *a diverse range of activities, with the greatest mix and concentration of activities in the city centre;*
 - (c) *a distribution of centres that provide for the needs of people and communities;*
 - (d) *employment and commercial opportunities;*
 - (e) *a character and form that supports the role of centres as focal points for communities and compact mixed-use environments;.....*
- (4) *Enable new metropolitan, town and local centres following a structure planning process and plan change process....., having regard to all of the following:*
- (a) *the proximity of the new centre to existing or planned medium to high intensity residential development;*
 - (b) *the existing network of centres and whether there will be sufficient population growth to achieve a sustainable distribution of centres;*
 - (c) *whether the new centre will avoid or minimise adverse effects on the function, role and amenity of the city centre, metropolitan and town centres, beyond those effects ordinarily associated with trade effects on trade competitors;*
 - (d) *the form and role of the proposed centre;*
 - (e) *any significant adverse effects on existing and planned infrastructure;*
 - (f) *a safe and efficient transport system which is integrated with the centre; and*
 - (g) *any significant adverse effects on the environment or on natural and physical resources.....*

Auckland Unitary Plan Operative in Part

General Metropolitan and Town Centres objective:

- (1) *A network of centres that provides:*
 - a) *a framework and context to the functioning of the urban area and its transport network....*

Metropolitan Centre Zone objectives include:

- (6) *Metropolitan centres are reinforced and developed for commercial, community and civic activities and provide for residential intensification.*

Metropolitan Centre Zone policies include:

- (15) *Enable significant growth and intensification in metropolitan centres.*
- (16) *Manage development in metropolitan centres so that it contributes to the function and amenity of the centre.*
- (17) *Encourage a wide range, and a high concentration, of commercial, leisure, tourist, cultural and community activities and civic services in metropolitan centres.*

Business Town Centre Zone objectives

- (6) *Town centres are the focus of commercial, community and civic activities for the surrounding area and which provide for residential intensification.*

Business – Town Centre Zone policies

- (15) *Provide for town centres including new town centres of different scales and locations, that:*
 - (a) *service the surrounding community's needs for a range of uses, such as commercial, leisure, tourist, cultural, community and civic activities; and*
 - (b) *support a range of transport modes including, public transport, pedestrian and cycle networks and the ability to change transport modes.*

Residential

B2.4.1. Objectives, Objective 3:

- (3) *Land within and adjacent to centres and corridors or in close proximity to public transport and social facilities (including open space) or employment opportunities is the primary focus for residential intensification.*

B2.4.2. Policies residential intensification Policy 2:

- (2) *Enable higher residential intensities in areas closest to centres, the public transport network, large social facilities, education facilities, tertiary education facilities, healthcare facilities and existing or proposed open space.*

Terrace Housing and Apartment Building Zone objective

- (1) *Land adjacent to centres and near the public transport network is efficiently used to provide high-density urban living that increases housing capacity and choice and access to centres and public transport.*

Appendix 2

Spatial Land Use Strategy

Dairy Flat and Silverdale Future Urban Zones

Feedback and Response on the Draft Strategy



CONTENTS

- 1 Summary of Consultation
- 2 Summary of Feedback Received
 - 2.1 Online Responses
 - 2.2 Responses Received by E-mail
- 3 Key Themes
 - 3.1 Key Themes in Support of the Strategy and the Centre Location
 - 3.2 Key Themes in Opposition to the Strategy
- 4 Response to the Key Feedback Themes in Opposition to the Strategy
 - 4.1 Centre Location
 - 4.2 Growth Management
 - 4.3 Effects on Green Road Park
 - 4.2 Infrastructure
 - 4.6 Other Land Uses Issues
 - 4.7 Key Changes to the Strategy

Attachments

- Attachment 1 On-line feedback to the Draft Spatial Land Use Strategy _ Key feedback points
- Attachment 2 Feedback Emailed and in On-Line Attachments to Draft Spatial Land Use Strategy
- Attachment 3 Demographics of Online Feedback Respondents

1 Summary of Consultation

The draft Spatial Land Use Strategy for the Dairy Flat and Silverdale Future Urban Zones was open for consultation from 11 July 2022 to 19 August 2022. The consultation was publicised in conjunction with the Te Tupu Ngātahi Supporting Growth Programme for future transport plans for the North of Auckland. One open day was held in Dairy Flat on 13 August 2022 where both the future transport plans and the Spatial Land Use Strategy were presented.

There were 134 pieces of feedback received on the Strategy. The majority of the responses used the council's feedback form (114). Of these 16 included detailed attachments. A further 14 pieces of feedback were received via email to the dedicated email address set up for the engagement. Six pieces of feedback were received by Te Tupu Ngātahi Supporting Growth and were passed on to the Council.

It is noted that there were around 241 pieces of feedback on the related transport network consultation being run by the Supporting Growth Alliance ('SGA'). A summary of the Supporting Growth feedback can be found at <https://www.supportinggrowth.govt.nz/>

2 Summary of Feedback Received

This section sets out the following:

- A summary of the online responses
- A summary of the emailed feedback
- A summary of the key themes.

A summary of the individual feedback comments and reasons provided in the online and emailed feedback is set out in the tables in Attachments 1 and 2 to this appendix. Information on the demographics of those who provided the feedback is provided in Attachment 3.

2.1 Online Responses

This section sets out the responses received to the questions asked in the online feedback form. Some of the responses using the online feedback form also included attachments which provided more detailed comments. A summary of these comments is provided in Attachment 1.

The first question was:

Overall, what is your opinion of the draft Spatial Land Use Strategy - Dairy Flat and Silverdale Future Urban Zones?

The responses received are shown in Table 1 and Figure 1.

Response	Number
Do not Support	55
Support	44
I don't Know	2
Other	13

Table 1 Responses to Question 1

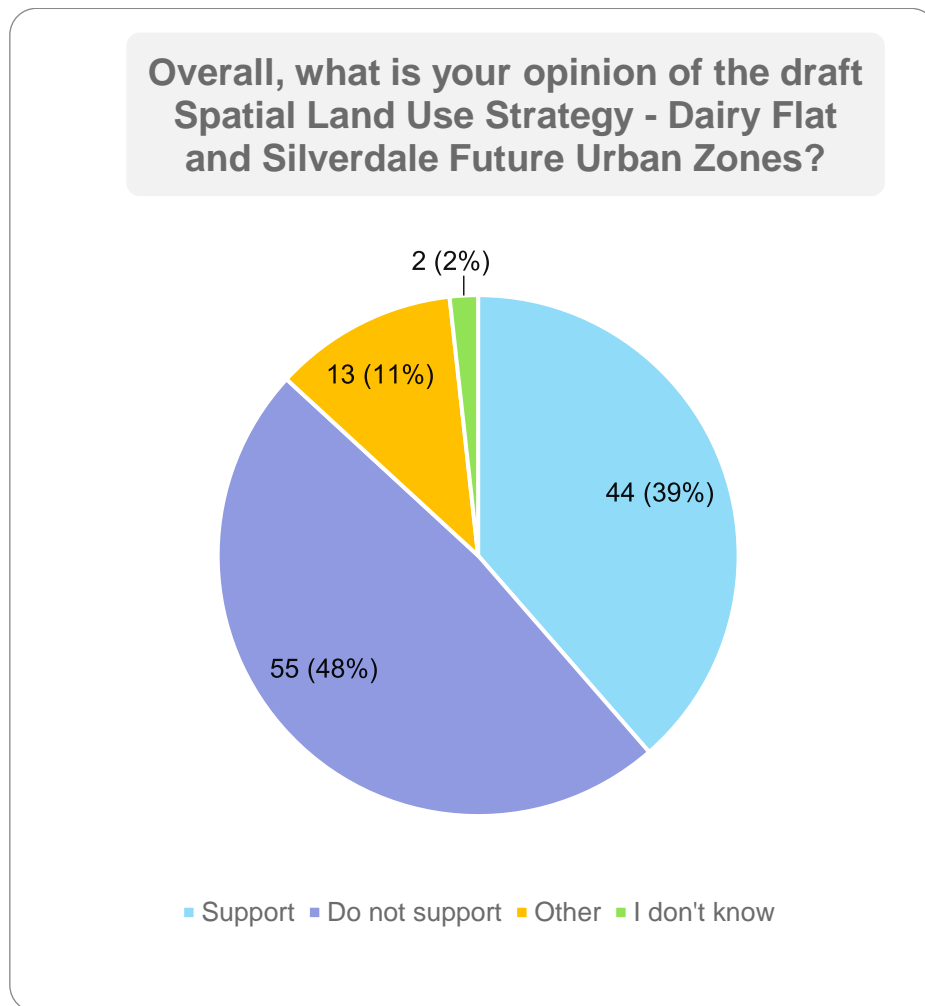


Figure 1 Responses to Question 1

The second question was:

What is your opinion on the location of the proposed Dairy Flat metropolitan / town centre?

The responses received are shown in Table 2 and Figure 2.

Response	Number
Support	36
Do not support	63
Other	10
I don't know	4

Table 2 Responses to Question 2

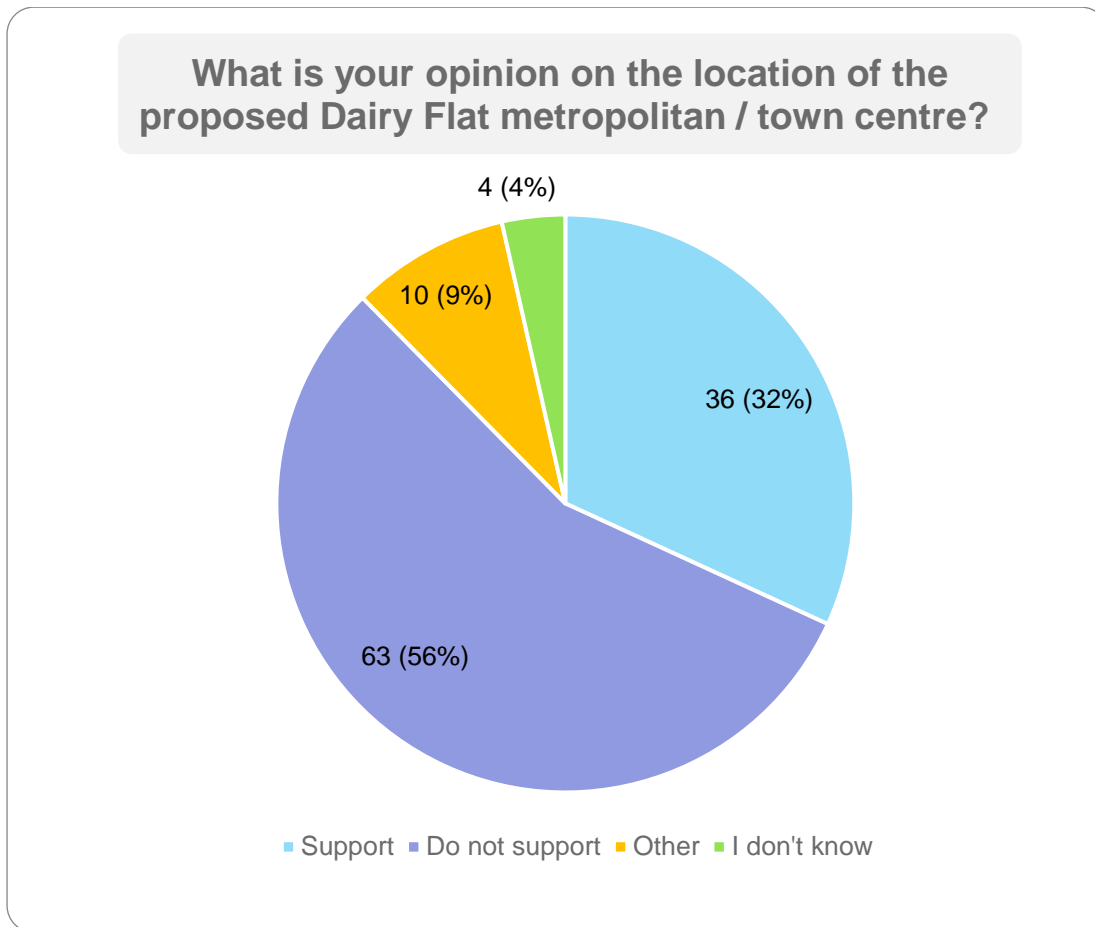


Figure 2 Responses to Question 2

The third question was:

How important to you is it that the metropolitan / town centre is next to Green Road Park?

The responses received are shown in Table 3 and Figure 3.

Response	Number
Very important	21
Fairly important	11

Not very important	26
Not at all important	44
I don't know	11

Table 3 Responses to Question 3

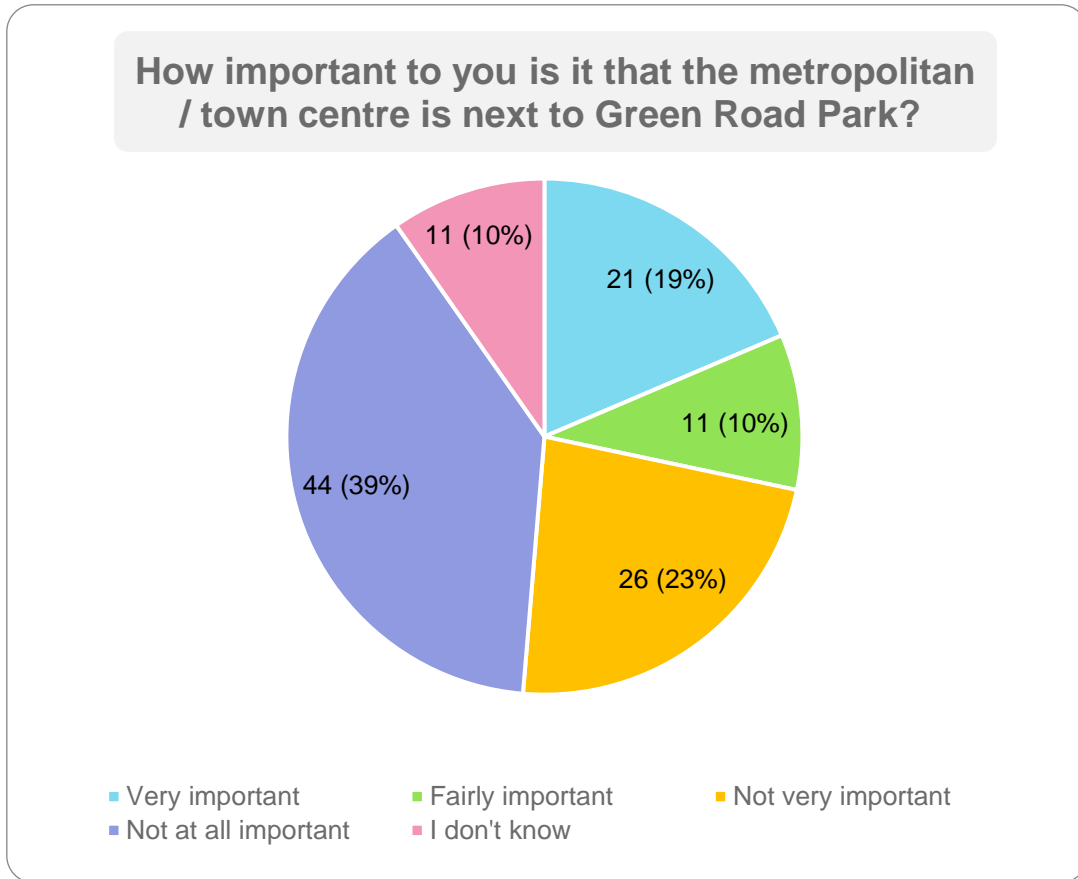


Figure 3 Responses to Question 3

2.2 Responses Received by E-mail

While the emailed responses did not specifically address whether they supported or opposed the strategy. Often there were elements of the proposal that were supported and elements that were not, however an overall assessment was made of what the feedbacks' position was.

The feedback was broadly as shown in Table 4.

Response	Number
Oppose	10
Support	3
Neutral	1

Table 4 Responses received by email

3 Key Themes

From all of the feedback received a number of key themes have emerged. Each of these is presented below with a short comment on the key reasons provided in the feedback. As noted above, the detailed feedback comments are all provided in Attachments 1 and 2 to this Appendix.

The key themes in opposition to the strategy are provided first followed by the key themes in support of the strategy. Not surprisingly the feedback in opposition included many more points and reasons to disagree than did those in support as these appear to be supporting and relying on the rationale in the strategy.

3.1 Key Themes in Support of the Strategy and the Centre Location

3.1.1 Growth Management

- Land zoned for future development for some time, next best area
- Need more growth areas supported by multi modal transport options
- Reflect needs of community it serves long term, including employment
- Needs to happen sooner
- Better than intensification in existing areas
- Minimise reliance on motor vehicles

3.1.2 Centre Location

- Centre located centrally within intended development and between Albany and Silverdale
- Other areas getting congested, eg Silverdale, Albany
- Good access to transport if active modes provided
- Locate centre between Green Road Park and Dairy Flat Highway
- Need better public transport and it needs to go through residential areas. The new Rapid Transit does this.

3.1.3 Green Road Park

- Unlocks potential of Green Road Park
- Unique opportunity to integrate the park and the centre

3.1.4 Infrastructure

- Infrastructure will be improved.

3.2 Key Themes in Opposition to the Strategy

3.2.2 Centre Location

- Proximity of centre to Green Road Park overstated, too far from RTC, not needed if good PT
- Centre located on a flood plain
- Centre severed by Dairy Flat Highway and Bawden Road

- There are other better locations for a centre and RTC – central option, closer to motorway and Penlink, Dairy Flat Highway/ Kahikatea Flat Road/new Wilks Road arterial intersection, north side of Green Road Park south of Blackbridge Road, near Wilks Road Interchange, flat area along Postman Road, Dairy Stream Rd and Bawden Road
- Shape of centre will not achieve transport outcomes, landuse transport integration and reduced VKT, transit-oriented development not mentioned.

3.2.1 Growth Management

- No demand for a new centre, centre too large, intensify in existing areas, too close to Albany and Silverdale
- Creating urban sprawl, keep the area rural/green open space
- Disruptive to existing residents' lifestyles, leaves them in limbo for a long time
- Need other services required by the community, eg schools, hospitals etc

3.2.3 Effects on Green Road Park

- Oppose urban development adjacent to Green Road Park
- Not the intended use of the Park, is to be a rural park

3.2.4 Infrastructure

- Inadequate infrastructure
- Infrastructure will be expensive.

4 Response to the Key Feedback Themes in Opposition to the Strategy

4.2 Centre Location

Since the original advice from the Council's Community Facilities Department supporting the location of the centre adjoining the park, the preferred location for the RTC and its stations is now further to the east away from the park. Given this change, and the feedback received on the draft strategy, further advice was sought from the Council's Community Facilities Department to check what their view on the most appropriate location of civic facilities was with these changed circumstances.

The Community Facilities Department's response was that with the RTC and the station being located further to the northeast, it was preferable that community facilities be located as close to the RTC station as possible, even if that meant purchasing additional land. Therefore, the Green Road Park is not now the preferred location for community facilities.

The advice also considered that it was not essential that a centre be located near the major sports facilities contemplated on the park, as such sports facilities had regional rather than local catchments so would be used by people coming from a much wider area. Also, with the likely development of intensive sports facilities, with floodlighting etc and extended hours of

operation, there would be reverse sensitivity issues if high density residential activity was located too close to the parts of the park where these intensive sports activities would be located.

However, as a large part of the park will be used for passive activities, there could still be the opportunity for higher density residential development to take advantage of the amenity values of the rest of the park, but this can be explored further at the structure plan stage.

Given the public feedback received on flooding in the area, and the extreme flood events of January and February 2023, the flooding matter has been reviewed by the Healthy Waters Department.

Prior to the recent flood events and as part of wider investigations, additional flood modelling has been carried out to reflect climate change and increased temperature scenarios (+2.1°C and +3.8°C) This has shown that the extent of the floodplains in the area will increase slightly, particularly the east west floodplain just north of Dairy Flat Highway. Figure 4 shows the original flood plain and the revised flood plain.

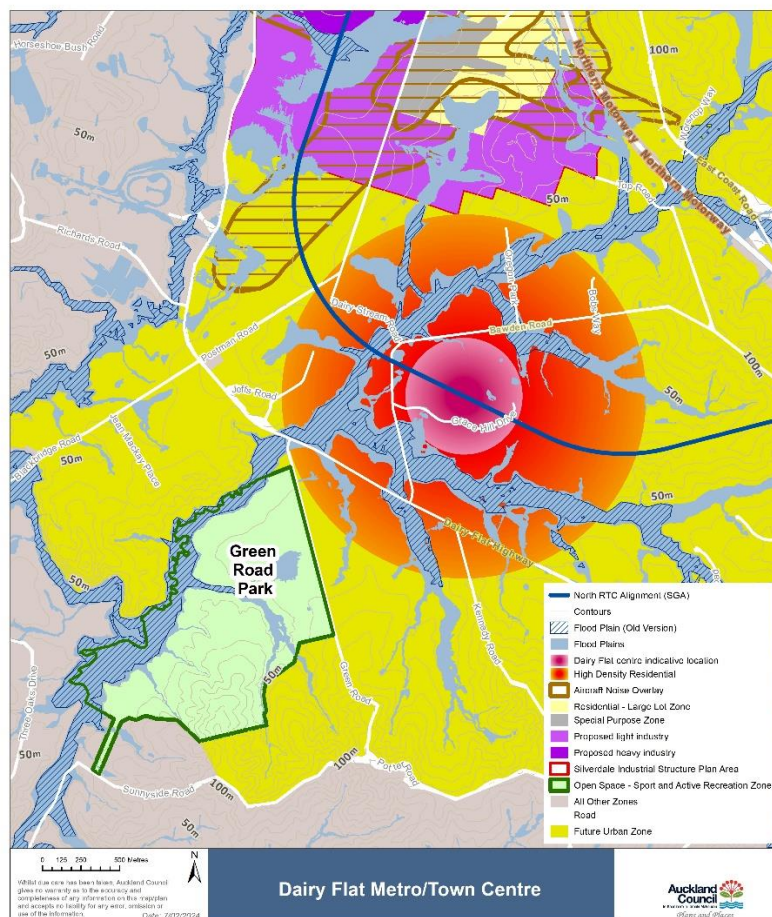


Figure 4 Centre Showing Original and Revised Flood Plains

While the increases to the floodplains from those identified in the draft strategy are not that great, they could have made it difficult to integrate the parts of the centre on either side of them.

Following the January and February 2023 flood events, initial investigations of the floods across Auckland show that the flood levels were likely to have been within the wider floodplains referred to above for the +3.8 °C scenario.

The Future Development Strategy 2023 has adopted a much stronger focus on adaptation, particularly in relation to flooding hazards and the protection of life and property and addresses the issue in some detail. In future urban areas, direction will be given for growth in hazardous locations to be avoided and it requires an integrated catchment approach to assessing and designing stormwater management and infrastructure provision.

The FDS recognizes that while the degree of constraints vary, all future urban areas have some level of constraint on development which needs to be managed. Resilience and adaptation must be key considerations in all aspects of the planning and design of these areas. It states:

The value of this is shown by how well some modern, quality, and well-planned developments responded to the January and February 2023 weather events.

The FDS also assessed the suitability of each future urban area for urban development, including Dairy Flat, against a range of criteria, including hazard constraints. The most hazard constrained parts of certain future urban areas are not considered suitable for urban development due to the risk to life and property and the approach to these is to remove them as future urban areas and these are:

- Hatfields Beach stage 2
- Parts of Kumeū-Huapai-Riverhead
- Southern part of Takaanini
- Parts of Drury-Ōpaheke

The remaining parts of such future urban areas are 'red flagged' due to the impact urban development in these areas would have on increasing existing flood risk. In these 'red flag' areas, any future development proposals need to include structure plans that meet requirements as outlined elsewhere in the FDS.

The Dairy Flat area was not considered unsuitable for urban development nor was it "red flagged". It therefore is no longer an area for further investigation. However, Dairy Flat retains the time frame for development identified in the draft FDS of 2050+, extended from 2038 in the earlier Future Urban Land Supply Strategy.

The existence of floodplains in some parts of the area does not necessarily mean that the area is unsuitable for development. Development can be carefully integrated with the flood plains, for example through the open space and walking and cycling network.

The extent of flooding, and the nature of mitigation, also can be considered at the structure plan stage when finer grained analysis and detailed options can be canvassed. This can

include the issue of the floodplains adjoining the centre and creating separation from adjoining higher density residential development.

The issue of the food plains adjoining the centre and creating separation from adjoining higher density residential development, still needs to be addressed. These issues can be considered at the structure plan and catchment management plan stages when finer grained analysis and options for connections can be canvassed.

Given the public feedback and the further advice from the Community Facilities Department on community facilities, and the Healthy Waters Department on flood risk, and the Future Development Strategy 2023, the Strategy has now been amended to remove the centre's direct connection with Green Road Park. It now focuses the centre solely on the RTC alignment and its associated station. This is discussed further below.

The change in the approach to the centre location therefore addresses the feedback opposing the centre location. It avoids the issues for the centre of flooding and severance by the flood plain. It also removes the issue of severance by Dairy Flat Highway and the issues raised about land use and transport integration and the desire to have as much of the centre as possible close to the RTC and its station. Further, the revised location better addresses issues about increased vehicle kilometres travelled and increase emissions by focussing more on the RTC.

There is still the opportunity to build strong connections between the centre and the park, as it will still have passive uses, even if the centre does not need to directly interact with it. This issue can be considered further at the structure plan stage.

In terms of other suggested locations for the centre, the eastern option was considered in the draft Strategy and is not favoured for the reasons set out in section 5.4 of the final Strategy. The Dairy Flat Highway/ Kahikatea Flat Road/new Wilks Road arterial intersection location is also not favoured for the following reasons:

- The area is part of the Silverdale West Dairy Flat Industrial Area structure plan and is identified for future industrial activity
- It is close to the North Shore Airport east west flight path and could partly be under the Aircraft Noise Overlay
- For the above reasons, the area would not be developed for residential activity s the centre would not be close to any future residential development which would need to access the centre
- It is distant from where the bulk of the residential catchment would be located, ie to the south
- It would be too close to Silverdale.

For similar reasons as above, a centre location near the proposed new Wilks Road Interchange would not be appropriate either. The area north of Green Road Park and south of Blackbridge Road is also too far from the bulk of the future residential area and would require a deviation of the RTC to the west. The flat area along Postman Road and Dairy Stream Rd, while near the RTC alignment, is less central to the wider Future Urban area so

is less attractive from that perspective. It is also closer to, and could be in part under, the Aircraft Noise Overlay.

4.2 Growth Management

The Dairy Flat area has been identified for future urban development since 2016 when the land was rezoned in the Auckland Unitary Plan. While the Auckland Plan and the Auckland Unitary Plan do have a focus on intensifying existing urban areas, new growth areas will likely be needed and this is also recognised in the NPS-UD, as well as the need for intensification in particular locations. While an area may be a new “greenfield” area, there is still the expectation and in fact a great opportunity, for new higher density neighbourhoods to be created which can integrate and support a public transport network and in this case, rapid transit.

The Future Development Strategy indicates that Auckland’s growth is expected to remain strong in the medium and longer term.

Regional growth prospects suggest that a centre in Dairy Flat would sit between a small metropolitan centre and a large town centre. The analysis of the potential growth in the area has determined that a centre in the size range of approximately 33 to 49ha will be required and the 45ha adopted for the strategy is within that range. As noted above, for the purposes of this exercise it is preferable to err on the size of a larger centre. At the time of structure planning for the area more detailed analysis will be carried out and will reflect the economic conditions at the time. As a comparison, at Drury a metropolitan centre of 35ha is proposed for a projected 26,000 dwellings under the former Unitary Plan ie pre the NPS-UD and the MDRS requirements. Also of note is that the Drury centre is only 8km from the Papakura centre.

The analysis of the size of centre required took into account the fact that the proposed Dairy Flat centre is sited between Albany (10km away) and Silverdale (9km away) and this is factored into consideration how much floor space a new centre would need to provide. Also, the spacing is consistent with the distances between other metropolitan centres in the region.

It is acknowledged that identifying new areas for growth ahead of time creates uncertainty for landowners, but it is important that such areas are identified ahead of time to enable residents to plan and consider their options. It is also important to ensure major infrastructure that takes a long time to plan, fund and construct, is identified early and routes protected ahead of development. In a growing city like Auckland, it is inevitable that existing residents are affected both in new growth areas and where intensification is required in existing urban areas. From the feedback in support of the strategy it is also evident that some landowners welcome the prospect of development and the early planning for it.

It is recognised that other services will be required to serve the new urban area such as schools and hospitals. The providers of these facilities will determine when the appropriate time is to, in the first instance, acquire land for them and then when to provide the necessary facilities on the land. The structure planning stage is often the time when the providers of

such facilities more actively engage in the process as at that stage there is more certainty about the likely timing of development.

4.3 Effects on Green Road Park

The opposition to urban development adjacent to the Green Road Park is acknowledged given the current rural character of the area. However, the adjoining land has been identified for future urban development and the park with its natural environment characteristics, particularly in the north, will be an asset for a much greater number of people to enjoy. The scale of the park is such that the immediate impacts of buildings adjoining it, albeit across Green Road, will likely be minimal. The impacts of residential development on the southern edge of the park will be able to be addressed when a more detailed structure plan is prepared for the area and could include mitigation such as locating a road fronting the park on that boundary, like Green Road to the north. The steep topography to the south of the park could also possibly result in a lower density of development there but gain this will be determined through the later structure plan phase.

When the park was purchased by the former Rodney District Council it was always intended that the park be used for recreation and organised sporting needs, so was not intended to be solely a park with a rural character.

4.4 Infrastructure

It is acknowledged that there is currently no infrastructure serving the area for water and wastewater and that current roads are inadequate to serve future urban growth.

The purpose of the Te Tupu Ngātahi Supporting Growth project is to start the process of identifying the strategic transport infrastructure and improvements that will be required in the future with a view to protecting the future routes ahead of urban development.

It is recognised that water and wastewater infrastructure will also need to be provided to the area. It is due to the long lead times to investigate options, plan for and fund the future provision of these that led to the long timeframe set out in the Future Urban Land Supply Strategy for the Dairy Flat area, ie in the second half of the period 2033 to 2038. The Tāmaki Makaurau Future Development Strategy recognises this issue and suggests a lead time for the provision of infrastructure beyond 2050+.

Watercare has already done some work on the future servicing of the area. For example, as outlined in the Silverdale West Dairy Flat Industrial Area Structure Plan, water supply to the Hibiscus Coast is to be upgraded by the provision of a new watermain from the North Shore via the Dairy Flat area, this will be sized to supply the future growth in the Dairy Flat area. In terms of wastewater, work done in relation to upgrades and resource consenting for the Army Bay wastewater treatment plant has included provision for future development of the Dairy Flat future urban area.

Stormwater and more detailed flooding investigations and proposals will be developed at the structure plan stage and stormwater catchment management plans will be required prior to any rezoning of the land.

It is also acknowledged that the provision of infrastructure will be expensive, and that funding will need to be found nearer the time that development is required.

Other infrastructure providers such as power and communications also have the opportunity to be involved at the structure plan stage to enable them to plan for future service provision.

4.5 Other Land Uses Issues

A number of other land use issues were raised but while these are not key issues and were raised by often only one submitter, it is appropriate to briefly responding to them.

- Oppose industry, particularly heavy industry,
- Shift industrial land from east of Postman Road to west of Postman Road under the Aircraft Noise overlay.

The Spatial Land Use Strategy web site made it clear in the FAQ's that the Silverdale West Dairy Flat Industrial Area Structure Plan was not being reviewed at this time.

It stated in respect of the question "Is the Silverdale West Dairy Flat Industrial Area Structure Plan being reviewed?"

No, the Council's Silverdale West Dairy Flat Industrial Area Structure Plan is not open for further engagement. The structure plan was only adopted in April 2020. The Council has started preparing a plan change for Stage 1 of the industrial area identified in the structure plan. This is expected to be notified for public input in the later in 2022.

Further, the structure plan was amended to acknowledge the uncertainty about future industrial land demand and stated:

While there is a preference for the northern part of Auckland to provide for some heavy industry in the future, it is acknowledged that it is difficult to predict the mix of industrial land needed in 20 years' time. Before a decision is made on the appropriate zoning, the level of need for heavy industrial land will be reassessed prior to the plan change required to rezone the land in Stage 2 (2038-2048). However, it is still important that the structure plan flags the opportunity now for possible heavy industrial land in the future.

The strategy has been amended to make this clear.

- Need care locating THAB near Aircraft Noise Overlay Concern that North Shore airport overlays could constrain residential development.
The North Shore Airport was key factor in identifying the land adjoining it for industrial activity to avoid effects from the airport on any land uses proposed and also to avoid reverse sensitivity effects on the airport from locating noise sensitive activities near to it. The existing part of the Aircraft Noise Overlay which sits to the south of the industrial area was taken into account and avoided in deciding on the preferred location for the centre and the associated high density residential activity.
- Recognise the Redvale Waste Management Facility

A new section has been added to outline existing land uses within, and adjoining, the area covered by the strategy.

- Insufficient detail on land use outside of town centre and THAB area
The strategy states that detail of land uses in the bulk of the area will be determined at the time that a structure plan is prepared for the area. At that time a more detailed analysis of the area would be carried out to determine if there were any areas where particular residential densities would be appropriate, eg lower densities on steeper areas. Such detail is not necessary at this stage as it was not critical to decisions on the transport upgrades required. As noted in the strategy, the key land use at this stage in the process was the location of centre to enable the integration of the land use and the Rapid Transit Corridor.
- Build interchange at Wilks Road
The proposed Wilks Road Interchange is part of the Te Tupu Ngātahi Supporting Growth project for which work is being done with a view to protecting the necessary land for the future construction of the interchange. There is no funding at present for the construction of the interchange, or many of the other projects identified by Supporting Growth and the timing is at this stage uncertain. The actual construction of the interchange is not required for some time and may only be needed if the land identified in Stage 2 in the Silverdale Industrial Area Structure Plan was needed and was to be rezoned for industry.
- Ensuring emergency service access
This feedback is very important and goes to the safe development of urban areas. However, it relates to a level of detail that is finer grained than this strategy can address. Some of the issues can be addressed at the structure plan stage and others at the detailed subdivision stage.

4.6 Key Changes to the Strategy

Given the responses to feedback, the key changes to the Spatial Land Use Strategy are as follows:

- The location of the centre has been amended to be focused solely on the RTC alignment and its associated station and does not extend toward the Green Road Park and span a floodplain
- Additional comments on flooding and the extent of the floodplains
- Additional explanation of the growth prospects in Auckland and the area
- Amendments to expand on the background and vision for the purchase of the Green Road Park
- Amendments to recognise that other centre locations were suggested in the feedback.
- Additional explanation of the existing uses of the area is provided to recognise that the future growth will impact on existing communities.

- Additional explanation about other infrastructure provision.
- Clarification that the Silverdale West Dairy Flat Industrial Area Structure Plan is not open for further engagement or review at this time.
- Addition of a section on the National Adaptation Plan and Emissions Reduction Plan
- Addition of material on the Tāmaki Makaurau Future Development Strategy November 2023, particularly its stronger approach to natural hazards and flooding.

ATTACHMENT 1

On-line Feedback to the Draft Spatial Land Use Strategy - Key Feedback Points

These tables present the responses received in the online feedback to the draft strategy.

Opinion on the Strategy

Overall, what is your opinion of the draft Spatial Land Use Strategy - Dairy Flat and Silverdale Future Urban Zones?	
Response	Number of respondents
Do not Support	55
Support	44
I don't Know	2
Other	13

Reasons Do Not Support

• Centre located on a flood plain
• Centre severed by Dairy Flat Highway and Bawden Road, barriers to active modes
• Creating urban sprawl
• Infrastructure will be expensive
• The area should remain green and open space and rural
• No justification for need for new growth areas, Auckland growth slowing
• Intensify in existing urban areas eg CBD
• Size of the Centre too large, a Metropolitan Centre not needed, a town centre appropriate, centre not justified and close to Silverdale and Albany, scale should be compact and walkable
• Importance of the Centre being located adjoining Green Road Park overstated, proximity to RTC station more important
• Centre should be centred on the RTC corridor, walkability a key
• The Centre should be located in another location eg east of the RTC
• The Centre should be located at the Dairy Flat Highway/ proposed Wilks Road arterial intersection, better use than industrial
• The Centre and RTC location impacts on too many existing houses and associated landscape planting.
• Centre too close to North Shore Airport flight paths, noise effects.
• Shape of centre will not achieve transport outcomes, landuse transport integration and reduced VKT, transit oriented development not mentioned
• Uncertainty with the review of the Future Development Strategy
• Fails to respond to the NPSUD to create "diverse liveable communities and encourages well-functioning, liveable urban environments
• Oppose industry especially heavy industry

• Provide for high employment density not industry
• Move the centre and align it to the northern side of Green Road Park south of Blackbridge Road.
• Recognise the Redvale Waste Management Facility
• Shift industrial land from east of Postman Road to west of Postman Road under the Aircraft Noise overlay
• Remove industry adjacent to Weiti River
• Insufficient detail on land use outside of town centre and THAB area
• Concern that North Shore airport overlays could constrain residential development.
• Centre location diverts RTC and adds time to commute
• Too much emphasis on PT
• Need a connection between Penlink and Blackbridge Road
• Will result in increased crime
• Will drop property values
• Existing roads bad can't handle traffic now.
• Area in limbo, properties rented and not maintained.
• Move RTC to motorway corridor and the Centre closer to the Penlink Interchange
• Move town centre to Dairy Flat Highway/Kahikatea Flat Road intersection area.
• Wider road network will need to be upgraded, ie beyond Warkworth and Albany
• Check Geotech
• Don't locate the Centre on Dairy Flat Highway as it will exacerbate traffic issues to the south eg Albany Village and on Green Road which accesses the west
• No evidence park users will use PT.
• Disconnect between the intended use of the park and urban development adjoining it or civic buildings on it.
• High density development backing onto the park inappropriate
• Oppose industry north of Dairy Flat Highway

Reasons Support

• Support that future growth is important. Next natural area for expansion close to Albany and Silverdale
• Ideal area for more housing, better than adding density in the city centre
• Bring forward development to provide more housing
• Land has been zoned FUZ for sometime, good to see a proposal for what could happen in the area
• Prime location for high density development near Silverdale Park and Ride
• Support Metropolitan Centre location
• Support an RTC station near the airport
• Support urban growth supported by multi-modal transport options
• Support but include FUZ land east of the motorway consider a centre there
• Support Silverdale Dairy Flat industrial area
• Support centre in Pine Valley area
• Connects outer north suburbs with Albany
• Well balanced
• Will improve infrastructure
• Unlocks potential of Green Road Park
• Construction of houses and stormwater drainage areas won't be flood plains
• Centre located centrally between Albany and Silverdale.
• Support Silverdale Future Urban area
• Support new centre as Silverdale getting congested.

Neutral comments

• Ensure roading and water supply sufficient for fire fighting
• Address access for existing landowners in the Silverdale West area
• Locate Centre next to Green Road reserve west of Dairy Flat Highway
• Need care locating THAB near Aircraft Noise Overlay
• Need full interchange at Wilks Road
• Maintain Nor-west Wildlink

Specific Feedback on the Centre

What is your opinion on the location of the proposed Dairy Flat metropolitan / town centre?	
Response	Number of respondents
Support	36
Do not support	63
Other	10
I don't know	4

Do Not Support Reasons

• No need to link centre to the park,
• Avoid flooding more important
• Centre should be close to the motorway
• Central option better more traffic convenient and better pedestrian and cycling connections
• Vast flat area along Postman Road, Dairy Stream Rd and Bawden Road corner better location.
• Green Road option too far from RTC alignment.
• Should be close to Dairy Flat School

Support Reasons

• Support the intention to integrate the location of a town centre with the Green Road Park in a manner that does not compromise the absolutely essential need for quality open space readily accessible by foot, bicycle and public transport and this appears to be a unique opportunity.
• Motorway to Albany already congested, want things close
• Nice to have local amenities
• Good access to transport but not too close to the motorway
• Walking distance to Green Road Park
• Unlocks the potential of the park
• Logical place central within intended development, excellent location
• Build centre on Green Road don't cross Dairy Flat Highway

Importance of proximity of Centre to Green Road Park

How important to you is it that the metropolitan / town centre is next to Green Road Park?	
Response	Number of respondents
Very important	21
Fairly important	11
Not very important	26
Not at all important	44
I don't know	11

Very and Fairly Important – Reasons

<ul style="list-style-type: none"> • Good location
<ul style="list-style-type: none"> • Makes sense to be close to facilities
<ul style="list-style-type: none"> • Gives an open park like setting
<ul style="list-style-type: none"> • Best approach to integrate the park with retail, entertainment, food and places to relax and apartments. Good walking access to services.
<ul style="list-style-type: none"> • In other countries there are great parks around cities, ie central park of New York, Hyde park of London. These parks add significantly to the lifestyle of the surrounding residents
<ul style="list-style-type: none"> • Green space is needed close to the centre.

Not very important

<ul style="list-style-type: none"> • As long as public transport does go there from the centre it wouldn't be necessary they are next to each other. If it creates a severance issue across DFH this is a bigger issue than being close to the park.
<ul style="list-style-type: none"> • It needs to be on land that is east to build on, and not block up a natural flood plain
<ul style="list-style-type: none"> • Leave the area around the park semi rural
<ul style="list-style-type: none"> • build the town centre closer to Kahikatea Flat Road where there are already established businesses and vast amounts of flat land and most importantly, no flood plains.
<ul style="list-style-type: none"> • It does not make sense to build a town centre next to a park

Not Important at all

<ul style="list-style-type: none"> • In the wrong place. it should be closer to the main traffic zones between SH1 and SH16 (Kahikatea Flat Road.)
<ul style="list-style-type: none"> • Will put more traffic on Green Road Sunnyheights Road intersection, already hazardous
<ul style="list-style-type: none"> • If good transport the park doesn't have to be where people live, look at regional parks
<ul style="list-style-type: none"> • Leave the area rural
<ul style="list-style-type: none"> • Green park is a native sanctuary. Adding a town centre and apartments on its boundary will affect wildlife and ultimately destroy it.
<ul style="list-style-type: none"> • Why do we want a park right next to housing and shops. So much for peace and quiet.
<ul style="list-style-type: none"> • I don't like the idea of high density housing, terraced housing next to the park.

Any Other feedback

<ul style="list-style-type: none"> • I don't like the idea of high density housing, terraced housing next to the park.
<ul style="list-style-type: none"> • Well thought through and I know a lot of local land owners who have lived in this area over 25 years or more would welcome the opportunity to eventually cash up and move elsewhere as Silverdale is already busy enough we need more development here for sure
<ul style="list-style-type: none"> • build the New interchange at Wilks Road first. Because this way of developing from the middle to the two sides will make the whole region develop faster. Let the economy grow rapidly.
<ul style="list-style-type: none"> • it has been well thought through
<ul style="list-style-type: none"> • insure that you can access to durey rd from Folley quarry rd(that is not connected depute shown on a map) that will allow that area uses new transport options and allow another route if this part of Dairy flat hw become unavailable due incidents
<ul style="list-style-type: none"> • This is a great development and should happen in the medium term, to support growing needs of North Shore.
<ul style="list-style-type: none"> • The existing development north of Pine Valley Road is immediately west of Argent Lane and the existing and developing new housing. It's logical for this to extend westward. The land zoned FUZ north of Pine Valley Road in Figure 11 should be zoned THAB to support this organic growth.
<ul style="list-style-type: none"> • Can it be done faster
<ul style="list-style-type: none"> • Close the airfield
<ul style="list-style-type: none"> • We need better public transport and it needs to go through residential areas. The new Rapid Transit does this. I like the walking and cycle tracks being implemented.

ATTACHMENT 2

Feedback Comments Emailed and in On-Line Attachments to Draft Spatial Land Use Strategy

Table 1 Emailed Individual Feedback Comments Summary

Table 2 Individual Feedback Comments in Attachments to the On-line Feedback

Table 3 Individual Feedback Comments Te Tupu Ngātahi Supporting Growth Received on Land Use

These tables present the feedback on the draft strategy that was emailed and provided in on-line attachments.

Table 1 Emailed Individual Feedback Comments Summary

Support (S) Oppose (O) or Neutral(N)	Comments /Reasons
O	<ul style="list-style-type: none"> • Overstate the scale of the centre, 10-20 ha would be more realistic • Green Road Park too far from RTC alignment • Dairy Flat highway a barrier to easy access • The park is awkwardly located in relation to existing roads. • Need for proximity to the park overstated, visitors to the park have a separate purpose to visitors to the town centre • Extent of floodplains questioned • Other centre location options need to be considered. Suggests the best location is to the northeast of the RTC alignment and the proposed centre location. • Aspiration to link town centre to RTC and Green Road Park unnecessary. • Suggests a slightly more northeastern alignment for the RTC not on the ridge.
O	<ul style="list-style-type: none"> • Facilitating urban sprawl, solution to a problem that does not exist, exorbitant infrastructure costs • Need to support greater density near CBD • Geology difficult, shallow limestone • Centre adjacent to Green Road Park better than on the Bawden Road flood plain • Already a retail centre at Albany. • Questions population growth. • People work from home more and there is vacant CBD space, why locate people distant from this. • Grace Hill community, covenants prevent intensification. • Avoid extensively developed areas such as Grace Hills and Goodlands Estate • Centre too close to approach path of North Shore Airport

	<ul style="list-style-type: none"> • Area subject to flooding • RTC route further north better (original route 2)
N	<p>Key matters of interest for Fire and Emergency in relation to the growth and development of Silverdale and Dairy Flat include:</p> <ul style="list-style-type: none"> • ensuring efficient and effective access to the roading network to respond to emergencies • ensuring new development, including infill development, is adequately serviced by firefighting water supply • ensuring emergency services appliances and personnel can adequately access both built and natural environments across the region in the event of an emergency • maintaining and developing our property estate (e.g. fire stations) in strategic locations and at appropriate times to enable us to continue to meet the demands and expectations of communities as they grow and change.
S	<ul style="list-style-type: none"> • support the development options as shown for this area
O	<ul style="list-style-type: none"> • Fails to recognise and address the vehicle access issue for those existing landowners located between SH1 and Dairy Flat Highway. • Seeks the following: <ul style="list-style-type: none"> a. The retention of the Dairy Flat Highway and Pine Valley Road roundabout. b. Better interface and planning between the Structure Plan and Spatial Land Use Strategy as it applies to the Structure Plan Stage 1 Light Industry rezoning and vehicle / truck movements. c. Consultation with those landowners such as the submitter, who have existing resource consent, and who need to ensure the ongoing safe vehicle / truck movements from their site. d. Deletion of the walkway and cycleway.
O	<ul style="list-style-type: none"> • Fails to recognise and address the vehicle access issue for those existing land owners located between SH1 and Dairy Flat Highway. • Seeks the following: <ul style="list-style-type: none"> a. The retention of the Dairy Flat Highway and Pine Valley Road roundabout. b. Better interface and planning between the Structure Plan and Spatial Land Use Strategy as it applies to the Structure Plan Stage 1 Light Industry rezoning and vehicle / truck movements. c. Consultation with those landowners such as the submitter, who have existing resource consent, and who need to ensure the ongoing safe vehicle / truck movements from their site. d. Deletion of the walkway and cycleway.
O	<ul style="list-style-type: none"> • Locate centre to next to Green Road west of Dairy Flat Highway or near Dairy Flat Highway/Kahikatea Flat Road. • No evidence of growth in the Dairy Flat area. • Concentrate on intensification south of the bridge using recent law changes. • Removing green space not good for the environment. • Grace Hill Estate area has lots of planting. • Proposed town centre is close to Dairy Flat Airfield under flight paths. • Infrastructure will be expensive. • Will need schools and other community facilities. • Town centre is in a flood plain. • Challenging geology. • Bawden Road through the centre create risk to pedestrians.

O	<ul style="list-style-type: none"> • Reconsider the positioning of the proposed town centre at the bottom of Grace Hill Drive/Bawden Road. • The town centre sits within a low lying area subject to big floods with any heavy rain which could possibly be in breach of the newly released Climate Change Adaption Plan. • The need for a new town centre could be argued given the current population of Auckland is currently declining. • Grow the current 'town centre' of Dairy Flat given the infrastructure is already there and there is the space without having to destroy communities, existing green belts, native bird life and wetland areas. • The cost of putting in storm water and waste water infrastructure would be huge. • Albany and Silverdale/Milldale still have huge room for growth • another town centre so close (6 minutes either direction) would have massive impacts on the environment and green space impacting the wider Auckland region with reduced ability to convert CO2 to O2. • The new proposed town centre could result in massive traffic issues on Bawden Road - dangerous for traffic pulling in and out as well as pedestrians trying to cross the road. Impact on noise pollution and an increase in carbon emission levels.
O	<ul style="list-style-type: none"> • Support and agree that future growth is important, but question the business plan, environmental impact, funding and the route that has been proposed. • Airport location to town center Bawden Road seems too close - noise, pollution, and proximity would be a hazard. • Environmental Ecology impact - streams and ponds in the area are home to an abundance of water life, rare Dabchick/Weweia waterfowl inhabiting our property. • There are already two large central areas Silverdale/Millwater and Albany which are nowhere near capacity. • Our Grace Hill community like many others in the area, form a green belt in this flood zone which provides protection from long-lasting flooding with a natural stormwater system into ponds and waterways and is home to many bird species.
S	<ul style="list-style-type: none"> • Recognise future potential role of North Shore Airport for future air transport needs in the north. • Supports proposed Metropolitan Centre location. • Supports an RTC station near the airport. • Care needed in locating THAB near the existing and future Aircraft Noise Overlays. • Concern at east west collector south of the airport affecting airport expansion plans. • Support full interchange at Wilks Road.
O	<ul style="list-style-type: none"> • Oppose siting a town centre on a frequent flood plain. • Underlying lime rock prone to developing tomos. • Agree with matters raised by Dairy Flat Landowners Group.
O	<ul style="list-style-type: none"> • Elliptical shaped centre will not achieve transport outcomes (reduced VKT, land use transport integration, mode shift). • Transit oriented centre the RTC station should be at the heart of the centre to maximise walk up catchment. • Transit oriented development not mentioned. • Should acknowledge Future Development Strategy and the uncertainty it creates.

	<ul style="list-style-type: none"> • Doesn't address capacity implications of NPSUD and MDRS at a regional level which may inform scale and timing of development at Dairy Flat • Do not refer to specific zoning ie THAB • Unbalanced weighting of benefits of Green Road Park relative to the benefits of locating adjacent to the RTC. • Delay adoption of strategy until further detailed analysis is undertaken including: <ul style="list-style-type: none"> ○ input from Future Development Strategy work, ○ Proposed Plan Change 80- RPS Well Functioning Urban Environments, ○ Emission reduction and Vehicle Kilometre Travelled assessments, ○ compatibility between centre and park master plan, ○ assessment against Auckland Council's Transport Emissions Reduction Pathway (TERP), ○ completion of business case work to identify station locations, and ○ further work to understand the hierarchy of interconnected centres along the rapid transit corridor.
S	<ul style="list-style-type: none"> • Supports urban growth where supported by multi-modal transport options. • Supports principles, particularly recognise the place of and role of iw and climate change. • Reconsider size of centre at structure plan stage, considers a town centre may be more appropriate due to proximity of Albany • Scale should be compact to encourage walkability • Centre should be integrated with public transport • Access to reserves supported but access to PT a higher priority • Bring forward review of Green Road Park Master Plan so proposed centre and park uses can be integrated, • Notes additional RTC stations will be provided and important that there is investment in active modes and local bus services
O	<ul style="list-style-type: none"> • Need to align all strategic assessments for the area and wider Auckland area. This would include consideration of climate change, the SG Business case work to identify station locations, Future Development Strategy work, Auckland Council's Transport Emissions Reduction Pathway (TERP) • In terms of the size and function of the centre, the information provided is not considered enough to determine the type of centre required to support the anticipated growth. • The future rapid transit stop will need residential land use to support it as it would provide the most patronage, with most employment journeys heading south to jobs and demand to access Dairy Flat from other areas for employment being small; • Co-locating a centre, including mixed use, with a station is more efficient to service both with the local public transport network; • Walkability is key for access to a rapid transit stop. • Dairy Flat Highway will potentially be a barrier to active mode movement across the corridor due to volumes and width – severance issues will need to be looked at further.

Oppose -10, Support – 3. Neutral - 1

Table 2 Individual Feedback Comments on Draft in Attachments to the On-line Feedback

Support (S) Oppose (O) or Neutral(N)	Comments /Reasons
S	<ul style="list-style-type: none"> • Supports use of spatial land use plans. • FUZ land east of motorway is not included but should be. • Jeopardises opportunity for integrated and transport diverse development. • Indifferent to the location of the centre. • Question viability of the centre in serving the widest residential catchment and utilising the RTC if it is poorly integrated with the surrounding FUZ. • Consider an additional centre for the Weiti area, a local centre would be appropriate adjacent to Penlink and East Coast Road. • provide for a clear transfer station for bus connections between the Weiti sites (and adjacent FUZ land), the Dairy Flat metropolitan centre, Whangaparāoa Peninsula (via Penlink) and existing urban areas to the south.
S	<ul style="list-style-type: none"> • Continue to support the Silverdale West Dairy Flat Industrial Area Structure Plan. • The development of the Silverdale West industrial area is critical in supporting the increasing residential development in the wider area with employment land.
O	<ul style="list-style-type: none"> • Disagree with proposal. • Not convinced changing demographics will require it. • Intensify south of the bridge. • Dairy Flat “the lungs” of Auckland not good to remove green space and trees planted. • Expensive to build water, wastewater and stormwater infrastructure. • Don’t build a town centre on a flood plain. • Create traffic hazard and disjointed town centre with Bawden Road traffic going through the centre creating a risk to pedestrians.
O	<ul style="list-style-type: none"> • Find a RTC route that doesn’t affect their road and housing. • Run RTC along the motorway.
O	<ul style="list-style-type: none"> • Find a RTC route that doesn’t affect their road and housing. • Run RTC along the motorway.
N	<ul style="list-style-type: none"> • Neutral on the strategy. • Support local centre in Pine Valley area. • Own land that is outside of the RUB. • Recognise that while the strategy may not shift the RUB recognise that the RUB will move in the Cemetery Road area in the future. • Include the potential for development in the area is included in considering demand for future transport services.
S	<ul style="list-style-type: none"> • Continue to support the Silverdale West Dairy Flat Industrial Area Structure Plan. • The development of the Silverdale West industrial area is critical in supporting the increasing residential development in the wider area with employment land.
O X 3	<ul style="list-style-type: none"> • Spatial plan fails on numerous fronts.

	<ul style="list-style-type: none"> • Consider the new centre to be at the Dairy Flat Highway and the new Wilks Road arterial intersection -flat land and not flood prone. • Better use than heavy or light industry • fails to respond to the NPS Urban Development (NPSUD) to create “diverse liveable communities and encourages well functioning, liveable urban environments. • fails to enable more development capacity...” in accessible places, with residential development close to employment , community services , public transport and other amenities. • fails to recognise a “major tenet of the NPSUD of providing for intensive housing (6 storey +)urbanisation within walkable catchments from centres and rapid transit stops i.e 800m -1200m • need economic impact study pf the RTC and business demand studies • town centre location is in a flood plain • provide very high employment opportunities instead of light and heavy industry • consider expanding RUB to west of Dairy Flat Highway for industry • expansion of airport rejected by the Minister of Transport so it is not longer a key guiding principle. • Needs to identified wider needs of a future community including health, education, civic and leisure needs, in proximity to primary infrastructure and commerce and not be left for future Structure Plan stages.
O	<ul style="list-style-type: none"> • Disagree with the town centre proposal. • Changing demographics do not support a town centre in this location, exodus of people from Auckland and Albany and Silverdale have space available. • It is on a flood plain. • Expensive to build infrastructure. • Removing green space not good for sequestering carbon, planting at Grace Hill will be lost, habitat of rare Weiweia native duck. • Bawden Road in town centre a traffic hazard, sever the town centre and create safety risks for pedestrians, cyclists, and create increased carbon emissions. • Flight path risk from North Shore airfield and noise. • Investigate alternatives, Silverdale and Albany • Move the centre and align it to the northern side of Green Road Park south of Blackbridge Road. • Use Bawden Road and Postman Road for the Rapid Transit route.
O	<ul style="list-style-type: none"> • Supports structured approach. • Industrial land east of Postman Road (south of the airport) should be removed and located west of Postman Road consistent with Aircraft Noise Overlay. • Section 4.3 should recognise the Waste Management Facility. • Better explain why preferred option a combined option and the others were rejected. • Address sediment effects on the Upper Waitemata and effects of climate change at future plan stages.
O	<ul style="list-style-type: none"> • Kathy's Thicket bush reserve along Weiti Stream a waste having that next to a industrial area. (The area north of Pine Valley Road and Dairy Flat Highway). • turning that area into residential.
S	<ul style="list-style-type: none"> • Support the strategy. • Support the Green Road town centre location and the central location. • Connectivity of the centre to Green Road Park not very important. • Insufficient detail on the land uses in the area outside of the town centre and surrounding THAB area. • Support intensification.

	<ul style="list-style-type: none"> Concern that North Shore airport overlays could constrain residential development.
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Oppose – 10, Support – 4, Neutral - 1

Table 3 Individual Feedback Comments Te Tupu Ngātahi Supporting Growth Received on Land Use

Support (S) Oppose (O) or Neutral(N)	Comments /Reasons
O	<ul style="list-style-type: none"> Improvement never happen, delay planning until more certainty. High density housing would be devastating.
O	<ul style="list-style-type: none"> Supports RTC, but does not support the current alignment. Is against the current direction of the Draft Spatial Plan- putting RT through industrial area
N	<ul style="list-style-type: none"> Support the principle of the RTS, related highway and active mode alignments, Need to be more closely considered together with a Revised Spatial Plan and all future Structure Plans being developed by Auckland Council. That coordination is currently lacking, Reflect the needs of the community it serves long term as detailed in the following matters: <ol style="list-style-type: none"> Provision for residential growth over the coming decades in forms that meet the needs of those communities Provision of opportunities for employment for those communities Matching employment to the likely population of Dairy Flat, so question extent of Heavy Industry Provision of wider community needs including health, education, civic, and leisure Minimise reliance on motor vehicles and support more efficient means of transport Responsive Urban Design to Rapid Transit Corridors i.e maximise density opportunities around RTS for economic viability Ensure long term planning is economically viable. Do not plan major investment for areas that are flood prone. They are uninsurable already. Plan with respect to the environment and use every opportunity to lower our carbon footprint
S	<ul style="list-style-type: none"> Strongly agree with the general principle of planning transport routes before development takes place, but not or any more sprawl - the whole premise of "supporting growth" is completely wrong in this day and age, the Climate Change Commission tells us we should be doing the complete opposite of this. Any population increase and urban development needs to be contained within the existing footprint of the existing built-up areas. Any new infrastructure needs to only serve people within and between existing built-up areas. Our countryside landscapes and agricultural soils need to be protected and enhanced.
O	<ul style="list-style-type: none"> Working from home is an increasingly common trend now no need for a new costly RTC. Currently DF bus route is empty.

	<ul style="list-style-type: none"> • To put a RTC and intensive townhouses will drive those residents further out to have the same rural lifestyle.
S	<ul style="list-style-type: none"> • The city needs to grow inside or around the center, but also should increase the development in a potential area, such as Dairy Flat. • Dairy Flat is a good area to connect Orewa and Albany. It is only about 15mins to Albany or 15mins to Orewa/Silverdale.
O	<ul style="list-style-type: none"> • Future urban homes in these areas should not be built in a way that disturbs the countryside living zones. • Homes should not be built along the roads or blocking people's sun. Any homes built along a boundary or across the road from countryside living zoning should be further from the road and more private. • We wish to be in the countryside and not surrounded by multi level complexes or homes right over us.

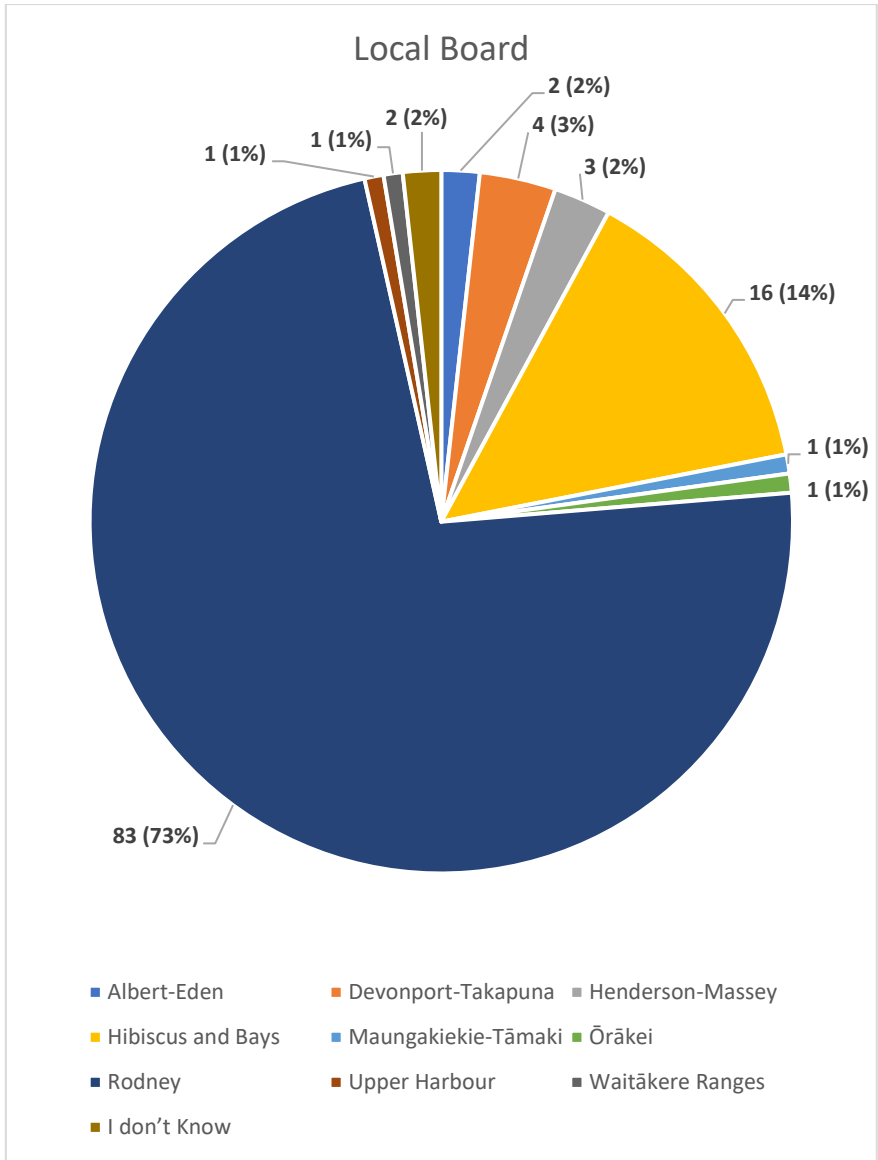
ATTACHMENT 3

Demographics Of Online Feedback Respondents

The following tables and charts show the demographic characteristics of the respondents who provided feedback on the draft strategy.

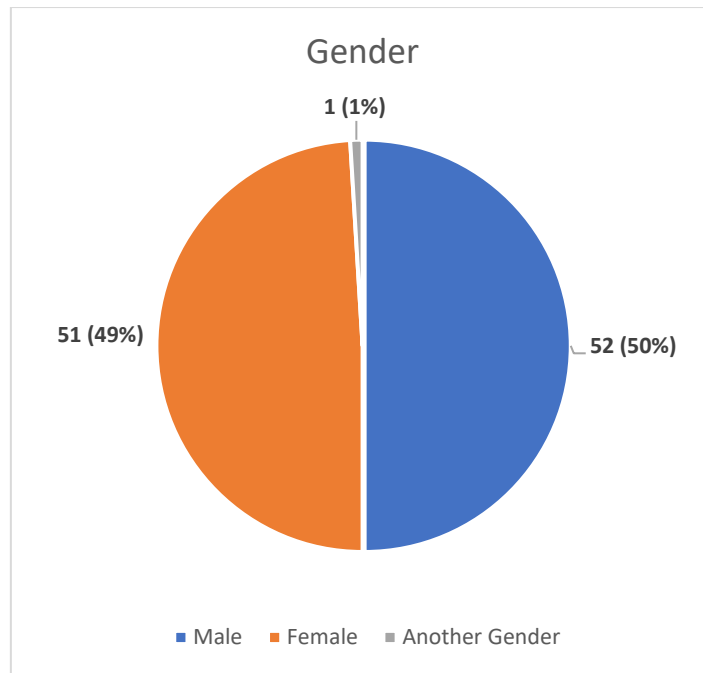
Respondents Local Board Area

Your local board. If you don't know your local board area, see Find your local board for more details. Which local board area do you live in?	
Local Board Area	Number of respondents
Albert-Eden	2
Devonport-Takapuna	4
Henderson-Massey	3
Hibiscus and Bays	16
Maungakiekie-Tāmaki	1
Ōrākei	1
Rodney	83
Upper Harbour	1
Waitākere Ranges	1
I don't know	2



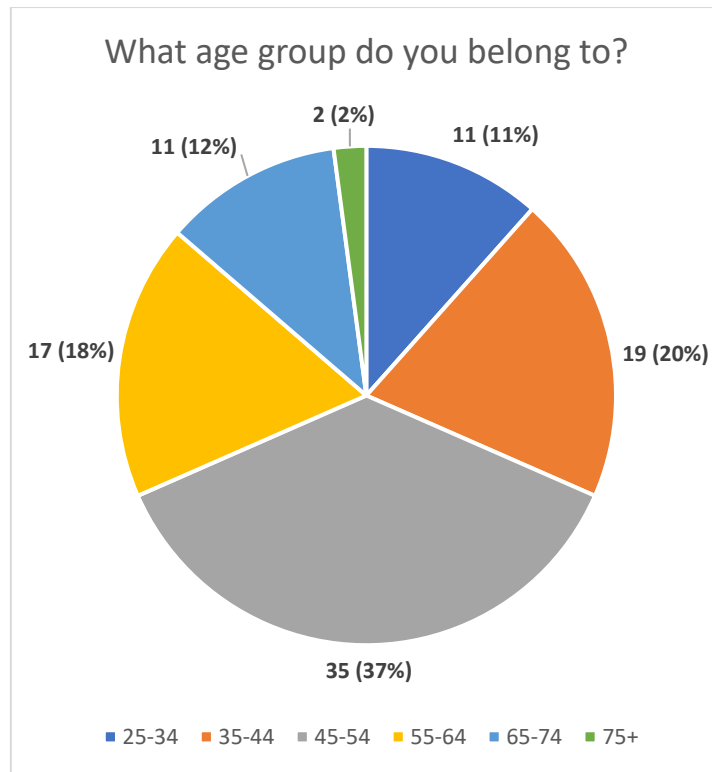
Respondents Gender

What gender are you?	
Gender	Number of respondents
Male	52
Female	51
Another gender	1



Respondents Age Category

What age group do you belong to?	
Age Category	Number of respondents
Under 15	1
18-24	6
25-34	11
35-44	19
45-54	35
55-64	17
65-74	11
75+	2



Respondents Ethnicity

Which ethnicities do you identify with?	
Ethnicity	Number of respondents
Māori	5
Pākehā/NZ European	75
Other European	10
Samoan	1
Cook Islands Māori	1
Tongan	1
Indian	1
Chinese	11
Southeast Asian	3
Korean	2
Middle Eastern	2
Latin American	1
African	3
Other (please specify)	6

What ethnicities do you identify with?

