Auckland Surf Park Community – Stage 2

1320 and 1350 Dairy Flat Highway, 89 and 105 Lascelles Drive, 237 and 253 Postman Road, Dairy Flat

Urban Design Assessment

21 January 2026

B&A
Urban & Environmental

Prepared for:
AW Holdings 2021 Limited Partnership

B&A Reference:

19264B

Status:

Draft

Date:

23 February 2026

Prepared by:

Cam Wallace, Registered Urban Designer (UDIA)

Partner, Barker & Associates Limited

Contents

1.0 Executive Summary

This Urban Design Assessment has considered the proposed Stage 2 development of the Auckland Surf Park Community against relevant urban design principles derived from the Auckland Unitary Plan ("**AUP**"), the National Policy Statement on Urban Development ("**NPS-UD**"), the Silverdale West Dairy Flat Structure Plan, and established good urban design practice. The assessment has also had regard to the Site's physical characteristics, its peri-urban context, and the approved Stage 1 Fast Track consent framework within which this proposal sits.

The proposal is considered to represent a coherent and well-considered urban response to a large, complex greenfield site. The Masterplan demonstrates a clear and logical organisation of land uses, with higher levels of activity and intensity focused around the Surf Park, proposed Village Centre, and natural amenities, while more utilitarian industrial and data centre activities appropriately located adjacent to the aerodrome and buffered from sensitive interfaces. The introduction of three residential neighbourhoods and the Village Centre within this location represents a departure from the Structure Plan's indicative land use pattern. However, from an urban design perspective, this change is not considered to result in adverse effects. Rather, it enables a more diverse, vibrant, and efficient urban environment that supports housing choice, local employment, and amenity, while remaining capable of integrating with future urbanisation of surrounding Future Urban zoned land and proposed Rapid Transit Network.

At a site-wide scale, the proposed street network, block structure, and open space framework provide a legible, connected, and human-scaled urban structure that supports a range of transport modes and future public transport infrastructure. The provision of a diverse mix of housing typologies, sizes, and tenures is consistent with the expectations of the NPS-UD and contributes positively to the creation of a well-functioning urban environment. Importantly, potential adverse effects associated with density, building scale, privacy, and interface management have been appropriately addressed through a wide range of design measures building articulation, setbacks, landscaping, open space provision, and the use of design guidance and conditions to secure high-quality outcomes over time.

Within individual precincts, the assessment identifies that built form, streetscape activation, and on-site amenity outcomes are generally positive and consistent with comparable residential and business zones of the AUP used as an analytical benchmark. Where potential issues have been identified—such as the risk of visual uniformity in the Southern Residential Neighbourhood or sensitive interfaces within the Live/ Work Precinct—these matters are capable of being effectively mitigated through targeted design controls and conditions.

Overall, the proposal is considered to exhibit a high standard of urban design, with any actual or potential adverse urban design effects assessed as no more than minor and, in many instances, neutral to positive. The development will deliver a comprehensively planned community that makes efficient use of land, responds appropriately to its context, and contributes positively to the evolving urban form of the Dairy Flat and Silverdale West area. From an urban design perspective, the proposal is appropriate and supportable in the context of a fast-track consent application.

2.0 Introduction

2.1 Purpose

This report provides an urban design assessment to support the fast-track consent application for Stage 2 of the Auckland Surf Park Community by AW Holdings 2021 Limited Partnership (**'the Applicant'**). The project is located across multiple properties on Dairy Flat Highway, Lascalles Drive and Postman Road, in the Dairy Flat area of Auckland (**'the Site'** or **'application Site'**). The development requires resource consent as a non-complying activity for the development of up to 486 dwellings across three residential neighbourhoods, an industrial precinct, a live – work precinct, a village centre precinct, a hyperscale artificial intelligent data centre campus, 10MW solar farm and ancillary areas of open space areas, riparian enhancement and roading. The proposal also includes variations to the Stage 1 development. The variation seeks to rationalise the existing site layout and incorporate the additional elements included within Stage 2 (**'the project'** or **'the proposal'**).

The report assesses the urban design merits of the proposal in terms of its consistency with sound urban design principles. These principles are set out in the report and are primarily derived from the Auckland Unitary Plan – Operative in Part (**'AUP'**) and good urban design practice based on the unique characteristics and context of the Site.

2.2 Scope and Involvement in Project

My involvement in development of the proposal has been:

- Peer review of the Urban Design Assessment that was prepared as part of the Stage 1 Fast Track application;
- Undertaking a site walkover to understand the site context within which the project will site and to view the extent of development work currently underway as part of the Stage 1 approvals;
- Ongoing review and comments on various iterations of the detailed architectural, civils and landscaping plans;
- Ongoing review and comments on various iterations of the residential design guidelines; and
- Preparation of an Urban Design Assessment to support the current Fast Track application.

2.3 Statement of Qualifications and Experience

I am an Urban Designer / Partner at B&A. B&A is a planning, urban design and landscape consultancy with offices around New Zealand. I have been employed at B&A since November 2018.

I hold the qualifications of Bachelor of Planning (First Class Hons) and Masters of Urban Design (First Class Hons) from the University of Auckland. I am a Full Member of the New Zealand Planning Institute (**NZPI**) and am a Registered Urban Designer with the Urban Designers Institute of Aotearoa (**UDIA**). I have 17 years of experience in the urban design, strategic planning and transport development, across both the private and public sector in New Zealand and United Kingdom.

I have a broad range of experience in urban design working on behalf of a range of clients including land developers, commercial entities and Councils in Auckland and around New Zealand. This has involved lead masterplanning projects for greenfield and brownfield redevelopment projects, design review and assessment for resource consent and private plan change applications of varying scales, strategic and spatial planning projects, and preparation / presentation of urban design evidence at Council hearings and the Environment Court. This has included recent large-scale project work across relating to new industrial, commercial and residential development in the Silverdale and Orewa areas, in close proximity to the Site.

I confirm that, in my capacity as co-author and reviewer of this report, I have read and abide by the Environment Court of New Zealand's Code of Conduct for Expert Witnesses Practice Note 2023 and the UDIA Code of Practice – Version A June 2024.

3.0 Site Context

The Site is approximately 54ha in size and is currently primarily used for pastoral and agricultural purposes. There is mature and exotic specimen trees of varying quality scattered across the Site in the form of shelterbelts, boundary planting and individual specimens. A series of existing water courses / streams also dissect the Site.

The topography of the Site is reasonably gentle for the most part, however, does increase in elevation just north of the existing stream corridor and then further east as it rises to meet Postman Road.

3.1 Stage 1 Consent

Resource consent for Stage 1 of the Auckland Surf Park Community was approved under the COVID-19 Fast-track Consenting Act 2020 on 25 June 2024 (BUN60429155). The approved masterplan identified in Figure 1 overleaf provided for the construction and operation of a surf park which included a surfing lagoon (refer to Figure 2), restaurant(s), market space and 70 visitor accommodation units consisting of a lodge and eco-cabins. In addition, the consent provided for the development of a solar farm, data centre and public roading network generally consistent with the Silverdale West Structure Plan.

Figure 1 - Stage 1 Approved Masterplan (source: Warren & Mahoney)

Figure 2 - Stage 1 Surf Park Perspective Render (source: Warren & Mahoney)

3.2 Neighbouring Sites

Neighbouring sites to the west (of Diary Flat Highway), east and south share similar characteristics as the application Site – they comprise largely flat farmland in use for pasture with intermittent

pockets of natural and exotic vegetation. In addition, there are a handful of rural lifestyle properties and rural commercial uses (e.g. greenhouses, storage) spread out across these areas.

Adjoining properties to the north-west of the Site are separated by an existing stream corridor which is generally lined with mature exotic vegetation along its length. This vegetation partially screens / obscures views into the Site from these properties which are again in use for rural lifestyle purposes. The properties themselves adjoining (to their west) the established industrial / centre node of Diary Flat at the intersection with Kahikatea Flat Road.

3.2.1 North Shore Aerodrome

The North Shore Aerodrome is located adjacent to the Site's eastern boundary on the opposite of Postman Road. The aerodrome features a single sealed runway aligned generally north–south, with associated taxiways and grassed margins.

Facilities at the aerodrome include aircraft hangars, maintenance and storage areas, apron space, and support buildings associated with general aviation activities. The aerodrome primarily caters for light aircraft operations, flight training, and recreational aviation, and includes on-site parking and basic operational amenities generally positioned along the Postman Road frontage. Airport noise contours and an approach surface overlay extend out from the aerodrome over the Site.

3.3 Wider Site Context

The Site is currently located in an area which can best be characterised as peri-urban with both urban and rural features fragmented throughout, along with substantial areas of rural residential type development. Significant urbanisation around 3km north of the Site (including the areas of Millwater, Milldale, and Silverdale) has been progressively undertaken since 2010, while there is an established industrial node already operating at Dairy Flat.

The Site is located within proximity to State Highway 1 ('**SH1**') and the Silverdale interchange which provides direct access to Auckland City Centre which is approximately a 30km / 30-minute drive south of the Site. The Silverdale interchange currently provides direct access to the northern settlements such as Warkworth, Wellsford and Whangarei. In time, the Site will also benefit from access to the SH1 / Penlink interchange which is currently under construction and located approximately 2.5km east of the Site.

In terms of wider amenities, the Silverdale Town Centre is located approximately 8.5km / 12-minute drive northeast of the Site. The Albany Metropolitan Centre is located approximately 12km / 13-minute drive south of the Site and the Orewa Town Centre is located approximately 11 km / 11-minute drive north of the Site. Dairy Flat Primary School is located approximately 1.2km / 2-minute drive south of the Site, while the nearest large-format supermarket is located approximately 4km / 9-minute drive north of the Site in Silverdale.

4.0 Planning Context

This report is not a planning assessment and is not intended as such. However, an understanding of the AUP provisions, and the wider strategic direction that applies to the Site, are relevant to this urban design assessment to:

- Contextualise the built form and design outcomes that the AUP expects for the site and wider area.
- Focus my assessment on matters for which consent is required under the AUP and provide relevant urban design input to inform the planning assessment.

4.1 National Policy Statement on Urban Development

The National Policy Statement on Urban Development ('**NPS-UD**') came into effect in August 2020 and requires councils to amend their plans to provide adequately for housing. Areas over which local authorities have jurisdiction are classed as Tier 1, 2 or 3 urban environments. Auckland is classed as a Tier 1 urban environment.

The objectives and policies of the NPS-UD that are of relevance to this urban design assessment include:

- Objective 1: New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.
- Objective 3: Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:
  - (a) the area is in or near a centre zone or other area with many employment opportunities
  - (b) the area is well-serviced by existing or planned public transport
  - (c) there is high demand for housing or for business land in the area, relative to other areas within the urban environment.
- Objective 4: New Zealand's urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations.
- Policy 1: Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:
  - (d) have or enable a variety of homes;
  - (e) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size;
  - (f) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport …

4.2 Regional Policy Statement

Chapter B2 of the AUP sets out the Regional Policy Statement ('**RPS**') as it relates to urban growth and form. It establishes a strategic goal for a "quality compact urban form" in Auckland. Implicit within this goal is the need to support residential and commercial intensification.

The policies in the RPS, particularly those policies contained in Section B2.3, include the following issues relevant to this assessment:

- Providing for the re-zoning of Future Urban zoned land to urban zoned land where it supports a quality compact urban form and a range of housing typologies;
- Enabling higher levels of intensification and growth along public transport corridors and near open space;
- Subdivision and development respond to the physical characteristics and intrinsic qualities of the site;
- Ensuring that infrastructure is in place or can be provided to support new development; and
- Promotes the efficient use of land and enables a range of built forms to support choice for a diverse and growing population.

4.3 Silverdale West Dairy Flat Industrial Area Structure Plan

The Site sits within the southern portion of the Silverdale West Dairy Flat Industrial Area Structure Plan ('The Structure Plan') which was adopted by Auckland Council in 2020. The Structure Plan identifies indicative land use zonings and infrastructure requirements to support future development of the area.

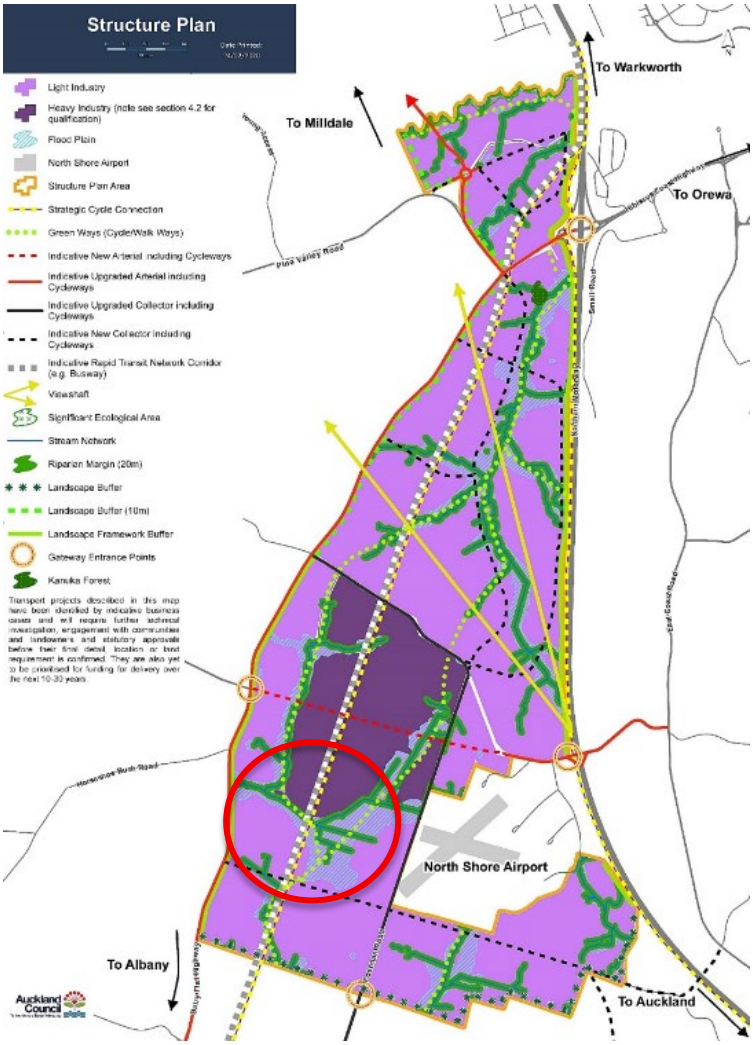

Figure 3 - Silverdale West Dairy Flat Industrial Area Structure Plan relative to the Site circled red (source: Auckland Council)

The key elements relevant to urban design matters and the Site have been identified below:

- The site may be suitable for a mixture of potentially heavy (HIZ) and light industrial (LIZ) uses;
- An indicative north/south Rapid Transit Network Corridor ('RTN') and Strategic Cycling Connection between State Highway 1 in the north and a possible future centre in the Diary Flat FUZ area;
- 20m Riparian margins with associated green ways (walking/ cycling infrastructure);
- An east/west collector road linking the southern boundary of North Shore airport and Dairy Flat Highway to an eventual connection with Penlink; and
- A east/west arterial road linking Wilks Road to Dairy Flat Highway, just north of the Site (now Designated in the AUP ref#1490).

In addition to the above, the Structure Plan includes a brief Neighbourhood Design Statement (NDS). Due to the assumed industrial land uses, the NDS focuses on the landscaping response to development, connections and Te Aranga design principles.

4.4 Notice of Requirement 1: Rapid Transit Network Corridor

A Notice of Requirement for a new Rapid Transit Corridor between Albany Bus Station and Milldale, including a cycleway and/or shared path (NoR 1), was lodged by NZTA/Waka Kotahi in 2023 with a decision released in early-2025. NOR1 is currently subject to appeals to the Environment Court.

The NOR1 route passes through the Site and provides for bi-directional busway that passes centrally through the Site. There are no specific stations identified along the portion of NOR1 as it passes the Site with the only identified locations (subject to a separate designation process) being identified north of the Site at Pine Valley Road and Milldale. It is understood that future station locations were intended to be identified through structure planning of the balance of FUZ land across Dairy Flat.

4.5 Auckland Unitary Plan

4.5.1 Future Urban Zone

The FUZ is applied to land that has been identified as suitable for some level of urbanisation in the future. It effectively functions as a "holding zone" in advance of any rezoning or urban development of the land that seeks to avoid fragmentation of land through rural residential development that could undermine future urbanisation processes.

As this application seeks to enable urbanisation of the land, the FUZ does not provide any particularly useful policy direction about understanding or assessing any urban design effects of the proposal.

4.5.2 Other Zoning Considerations

As the site is currently within the FUZ, there is a need to understand potential design outcomes that could apply to the masterplan based on a comparison of the activities proposed and an equivalent urban zoning(s). In my opinion, consideration of alternative urban zone provisions provide a useful and well-articulated benchmark for evaluating the detailed urban design

outcomes aspects of the proposal relating to built form, site layout, interface management, and public realm outcomes. The various urban zones which may be relevant for the application contain clear and tested urban design principles relating to building scale, activation of edges, pedestrian amenity, legibility, and safety, which are directly relevant to understanding how a development of an urban character may function and be experienced, regardless of the underlying FUZ context. Applying these principles in an analytical sense assists in identifying potential design-related effects and mitigation measures, while remaining cognisant that broader questions of land use suitability, growth strategy, and infrastructure capacity are addressed separately as part of an overall strategic planning assessment which sits outside the scope of my assessment.

Based on a consideration of the site characteristics, existing Council strategy and the Masterplan itself, it is proposed to utilise various residential and business zones to inform an urban design assessment of the application. The zones most relevant to the Masterplan and their intended design outcomes are discussed briefly below.

4.5.2.1 Residential - Mixed Housing Suburban Zone

The Residential – Mixed Housing Suburban Zone ('MHS') is the most widespread residential zone across Auckland and enables development generally to be two-storey detached and attached housing in a variety of types and sizes.

Key urban design outcomes associated with MHS zone includes:

- Development is in keeping with the neighbourhood's planned suburban built character of predominantly two-storey buildings, in a variety of forms;
- Development provides quality on-site residential amenity for residents and adjoining sites and the street; and
- Development supports attractive and safe streets through appropriate landscaping, provision of passive surveillance and the minimisation of garage doors.

4.5.2.2 Business – Local Centre Zone

The Business – Local Centre Zone ('LCZ') applies to small, distributed centres that serve surrounding neighbourhoods and enable a mix of local-scale commercial, service, and residential activities.

Key urban design outcomes associated with the Business – Local Centre Zone include:

- Development establishes a fine-grain built form with active ground-floor uses addressing streets and public spaces;
- Buildings support a strong street edge, human-scale proportions, and good pedestrian amenity through weather protection, glazing, and clear entrances; and
- Development contributes to safe, legible, and attractive public spaces through passive surveillance, high-quality streetscape integration, and well-managed service and parking areas.

4.5.2.3 Business - Mixed Use Zone

The Business – Mixed Use Zone ('MUZ') enables a broad range of commercial, residential, and community activities within more intensive urban environments, often located close to town

centres, transport corridors, or strategic growth areas. The zone anticipates higher-density development and a more urban built character compared with suburban areas.

Key urban design outcomes associated with the MUZ include:

- Development that supports a high-quality, compact urban form with buildings of greater height and intensity, while maintaining appropriate transitions to adjoining zones;
- Buildings that incorporate active street frontages, especially at ground level, to support pedestrian activity, vitality, and passive surveillance; and
- Development that provides high levels of on-site amenity for occupants and contributes positively to the public realm through coherent massing, façade articulation, and integrated access, servicing, and landscaping.

4.5.2.4 Business – Light Industry Zone

The Business – Light Industry Zone ('LIZ') provides for manufacturing, storage, logistics, and service activities that are generally compatible with urban environments but may have functional and operational requirements distinct from commercial or residential uses. Development is typically characterised by larger building footprints and vehicle-oriented activities.

Key urban design outcomes associated with the LIZ include:

- Development manages building scale, bulk, and visual dominance through articulated façades, landscaping, and setbacks where appropriate, particularly at interfaces with roads and sensitive zones;
- Site layouts that clearly separate pedestrian, service, and vehicle movements to improve safety and legibility; and
- Development contributes to safe and attractive streets by addressing public frontages with office components, glazing, landscaping, and lighting, while minimising the visual and CPTED effects of blank walls, service yards, and rear-of-site activities.

4.5.3 Subdivision

As the Site falls within the FUZ, the Subdivision – Rural Chapter ('E39') of the AUP applies. However, as stated in 3.3.1.1 above, the nature of the proposal (involving subdivision for both residential and commercial development) means that the provisions of E39 themselves do not provide a useful reference point for assessing the urban design merits or effects of the application. It is therefore considered more relevant / useful to this urban design assessment to consider the provisions of the Subdivision – Urban Chapter ('E38') of the AUP. Key urban design outcomes associated with E38 include:

- Subdivision provides for the long-term needs of the community and minimises adverse effects of future development on the environment.
- Subdivision has a layout which is safe, efficient, convenient and accessible.
- Subdivision maintains or enhances the natural features and landscapes that contribute to the character and amenity values of the area.
- Subdivision manages adverse effects on historic heritage or Māori cultural heritage.
- Subdivision protects indigenous vegetation or wetlands.

4.6 Reasons for Consent

The proposal requires resource consent for several regional and district level activities under the AUP. Overall, as the application is for a residential and commercial development on land zoned FUZ, resource consent as a **non-complying activity** is required.

Whilst its status as a non-complying activity means assessment of the application is not restricted to any particular matter, relevant provisions and design outcomes as identified in Section 3.5 above will be used to help inform this urban design assessment.

5.0 Design Response

5.1 Key Design Details

Figure 4 below sets out the overall Masterplan that is subject to this assessment. Broadly speaking, the Masterplan involves variations to the Masterplan as approved as part of the Stage 1 Fast Track Consent in addition to approximately 486 residential units across a range of detached and attached typologies (including associated subdivision), a "village centre" providing for a range of commercial and retail activities, precincts for industrial and live-work development, a hyperscale AI data centre campus, new public and private roads, open spaces and supporting infrastructure (e.g. stormwater management devices, wastewater treatment plant) and a temporary solar farm (along the NOR1 alignment). Those components of the masterplan which are of relevance to this urban design assessment are discussed further overleaf.

Figure 4 - Proposed Stage 2 Masterplan (source: Studio Pacific Architecture)

5.1.1 Connectivity

The Masterplan has been designed to deliver an east-west collector road that links Dairy Flat Highway and Postman Road which themselves function as the key vehicular routes to the wider area. Within the Site itself, a north-sough collector road is proposed providing access to the village centre and residential neighbourhoods which themselves access onto a series of local public and private roads.

The Masterplan also includes provision for an extensive recreational pedestrian and cycling network, primarily through open space corridors. This includes future proofing a cycling corridor and RTN corridor through the Site in line with Silverdale West Structure Plan.

Car parking is provided throughout the development to service the various destinations and neighbourhoods throughout, while the Collector Roads have been designed to accommodate public transport movements in the future (which may include a RTN service).

5.1.2 Proposed Dwellings

Up to 486 new dwellings are proposed across the development. Internal floor areas range from 50m^2 to 294m^2 with lot sizes ranging from 74m^2 to 600m^2. The 486 new dwellings are spread out across a total of 23 different housing typologies (including two live/work typologies) ranging from one-bed studio apartments to four-bedroom detached houses.

All the dwellings (including apartment buildings) feature variations in materiality, building form / setbacks and roof form. On-site carparking is provided for each dwelling through either an internal garage (single, double or communal), an external parking pad or communal parking lot.

5.1.3 Commercial Centre

In addition to seven apartment buildings, a commercial centre “the village centre” provides for small scale retail, F&B, health and education uses in additional to areas of public open space. The Village Centre is near the main entrance and proposed hotel within the Surf Park.

5.1.4 Industrial Precinct

The Industrial Precinct includes provision 10 light industrial buildings, space for a new / upgraded substation and an extension of the approved Data Centre adjacent to the North Shore Aerodrome. The buildings themselves are generally set back from internal and external Site boundaries through landscaping buffers of varying depths. ?In addition, the southern portion of the Site also provides for a small Live/Work precinct and on-site wastewater / water infrastructure.

5.1.5 Open Spaces

Several different open spaces are proposed across this Project. This includes areas of informal open space / riparian margins (including Stream Park) which largely fulfil a stormwater or visual amenity / recreational function, pocket parks, neighbourhood parks with a mixture of landscaping, open lawn areas and informal play opportunities.

6.0 Urban Design Assessment

In consideration of the above, this section assesses the proposal against the various provisions within the MHZ zone, LCZ, MUZ, LIZ and 'E38 Subdivision – Urban' relevant to urban design matters. This is considered to provide the most appropriate basis for the assessment of actual or potential urban design effects for this fast-track consent application.

In addition to the above I have also provided an assessment in terms of the applications "fit" within the strategic level urban form (both existing and proposed) of the wider Orewa, Silverdale, Dairy Flat area, as well as the overall Masterplan layout within the context of the Site.

For ease of reference, I have consolidated the urban design assessment by the sub-area / neighbourhood within the wider application Site:

- Surf Lagoon, Accommodation Precinct and Stream Park;
- Surf Village Centre Precinct;
- North-east Residential Neighbourhood;
- North-west Residential Neighbourhood;
- Southern Residential Neighbourhood;
- Live Work Precinct; and
- Data Centre / Light Industry Precinct.

The location of these sub-areas within the context of the Site is show below in Figure 5.

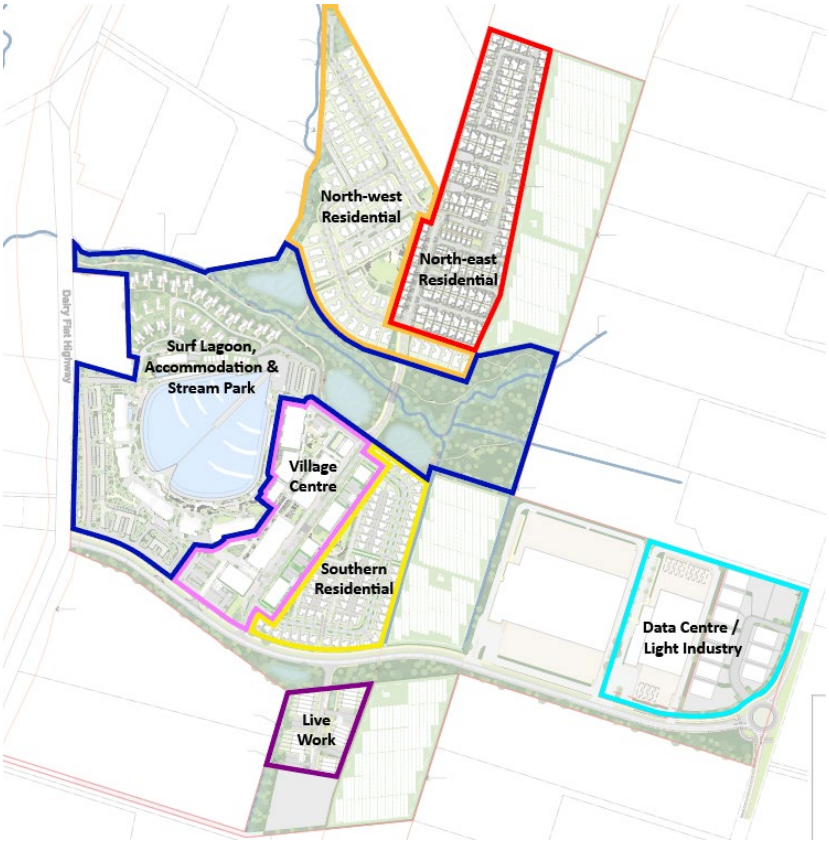

Figure 5 - Assessment Areas

6.1 Strategic Urban Form

As identified in Section 3.3, the Site sits within the Structure Plan which was adopted by Auckland Council in 2020. The land in the vicinity of the Site is identified for employment activities, specifically the HIZ and LIZ.

Part of the Silverdale West area, its northern extent close to the Silverdale Motorway Interchange, has recently gone through a Private Plan Change process (PC103). PC103 provides for the rezoning of 107Ha of FUZ land to LIZ and was recommended to be approved in late-2025. It is expected that this will be made operative in early-2026 with no appeals lodged against the decision.

The suitability of the Surf Park itself as well as the Data Centre and Solar Farm within the context of the Structure Plan was considered appropriate as part of the previous Stage 1 Fast Track Consent. The expansion of the Data Centre, introduction of areas of light industry in the eastern portion of the Site as well as the Live Work Precinct are consistent with what was previously approved or envisioned by the Structure Plan. As such, I do not consider that there are any potential impacts on future development of the surrounding land because of these aspects of the proposal.

The key change in the wider urban form introduced within this application is the introduction of what is effectively a small local centre ("Surf Village Centre") and the three residential precincts immediately adjoining the Surf Park and Centre. This represents a notable deviation with what had been indicatively proposed through the Structure Plan (a combination of LIZ / HIZ) and considered as part of the various Notice of Requirements prepared by the Te Tupu Ngātahi Supporting Growth Programme.

6.1.1 Village Centre

The Village Centre is poisoned to the east of the Surf Park and just west of the RTN. Noting that future station locations (south of Pine Valley Road) have not yet been determined and were subject to future investigations it is, in my opinion, reasonable to assume that a future station would naturally be located near the intersection of the east-west collector road proposed as part of this application. This opinion is based on the existence of the Surf Park itself which has the potential to become a major regional destination / amenity, which would logically suit access regional public transport connections with Albany and beyond. With a potential RTN station being well suited to this location, the introduction of more intensive business activities that could benefit from proximity to this infrastructure is considered a logical and positive outcome of the development that could help reinforce and support the Surf Parks potential as a regionally significant amenity / destination. Further I observe that this consistent with the intent of the Structure Plan that stated that:

> *"Depending on the final location of the RTN route and stations, it may be possible to consider opportunities for business activities that support and benefit from the RTN. There could be an opportunity for transitioning to more intensive business activity around future station locations."* [1]

[1] Section 6.1, Page 64

6.1.2 Residential Precincts

The three residential precincts have the largest potential impact on future land-uses surrounding the Site. However, their location within the Site itself serves to avoid or mitigate against most potential issues that could arise from the positioning of residential and industrial activities in proximity to one another. Notably, the RTN corridor provides a physical buffer of approximately 100-130m to the east of the residential precincts, while the existing stream (and associated riparian corridor) will provide a physical / visual buffer of at least 20m to adjoining properties. Similarly, the Live Work Precinct and collector road provide a buffer / transition space from any development to the south. This leaves potential impacts on industrial development to the north of the Site being the most relevant issue because of the proposal. In this regard, the proposal is likely to limit the ability for the HIZ (and associated activities) from utilising land immediately north of the Site due to potential reverse sensitivity issues. However, this is not considered an adverse effect of the proposal noting that the exact extent (and even requirement) for the HIZ in this location as expressed in the Structure Plan was speculative and subject to more detailed investigation and analysis in the future. Should it be required, there remains significant areas of suitable FUZ land to the north and west of the Site (e.g. relatively flat) that could be utilised for a HIZ. Additionally, the land immediately north of the Site could still be utilised for business activities (in line with the provisions of the LIZ or MUZ) – noting that there would be some limitations imposed through some activities within 30m of residential activities and development controls including yards and Height-in-relation-to-boundary. However, any actual impact is speculative and could be addressed through more detailed design as and when a plan change or resource consent application is lodged for the neighbouring land.

Further, I would observe that the provision of some residential activities in this location will assist with the vibrancy and activity of the area surrounding the Surf Park through different times of the day and week (over and above what could be expected from solely industrial development), and could help to better utilise amenities proposed including the Stream Park and a future RTN stop near the Site, should this eventuate.

6.1.3 Future Urban Zone (Subdivision)

The FUZ is applied to greenfield land identified as suitable for urbanisation and can best be described as a "holding zone" to prevent use or development of that land in a manner which could undermine eventual urbanisation. From my reading of the AUP, there are two key aspects of the FUZ. Firstly, maintaining larger-scale rural uses and secondly, preventing subdivision of land for the reason just noted.

From an urban design perspective, I would not consider the proposal to be inconsistent with the objectives and policies of the FUZ as they relate to subdivision (the second aspect). As I understand it, these objectives and policies are seeking to prevent fragmentation of the land which has the potential to increase the number of landowners and therefore motivations and abilities to enable future comprehensively designed and developed urbanisation. This is because the increase in different landowners and parcels is invariably likely to lead to more piecemeal development and compromise the ability to deliver a comprehensive and well-functioning urban environment.

In this instance, the proposal would result in a subdivision pattern and density of development of the type that it consistent with a live-zoned area of undeveloped greenfield land. Further, as discussed in Section 5.1.2 above, the proposed Masterplan is able to be accommodated into the wider FUZ area (when or if) it is developed.

6.2 Masterplan

6.2.1 Overview

Figure 6 provides a comparison between the approved Stage 1 Masterplan and that now proposed as part of Stage 2.

Figure 6 - Comparison of the approved Stage 1 Masterplan with the Proposed Stage 2 Masterplan

As can be seen, the current application involves some reconfiguration of what has already been consented along with the incorporation of some surrounding properties to expand the total area of development. Some elements of the proposal are unchanged from that previously approved, including the data centre, stream corridor, as well as parts of the east-west collector road and solar farm. In addition to this, part of the surf lagoon / surf park and surrounding visitor accommodation have been amended (e.g. realignment of carparks, substitution of building footprints) but have maintained the overall design philosophy and intent with what was previously approved. The extent of areas which are subject to minor changes or have been retained within the updated Stage 2 Masterplan is shown on Figure 7 overleaf. The balance of the site not identified in Figure 7 is subject to new or significantly amended design proposals which will be the primary subject of this assessment.

Figure 7 - Indicative extent of additional land and minor / negligible design changes between both schemes

6.2.2 Land-uses

In terms of land-uses, the introduction of industrial development (and an expansion of the Data Centre) remains consistent with the original Stage 1 consent. The main changes are the introduction of residential activities, a new Village Centre (and associated re-organisation of Surf Park buildings) and a new live-work precinct. At a high-level, these proposed changes (or introductions) in land-uses from what was consented are a logical response to the context of the Site – with residential uses concentrated around the Surf Park and natural amenities like the Stream Park, and industrial uses positioned around the Data Centre and adjacent to the Aerodrome. Putting aside any wider strategic urban form issues – the general placement and configuration of land-uses within the Site is considered appropriate in urban design terms.

6.2.3 Street Network and Block Structure

The layout proposed is the logical response to the site based on its size and shape and identified constraints including streams and proposed road corridors. A key influence which has informed the development of the street network and overall block structure is the presence of the NOR1

RTN alignment which passes through the centre of the Site and creates a natural break between east and west.

Blocks in the eastern half of the Site are large and aligned to the proposed industrial uses and data centre campus. In urban design terms, this is an expected design outcome that can facilitate the larger buildings that these types of activities are required to accommodate and are shown on the attached plans. Blocks in the eastern portion of the Site are much finer grained which is well aligned to their intended residential and commercial uses. Generally, blocks in these areas have a low overall permitter and are regularly shaped which is conducive to higher levels of internal connectivity and travel via active modes.

Wider connectivity with properties immediately to the south would be facilitated by their access onto the collector road proposed. At the north-western corner of the development an onward connection for pedestrians and cyclist to Lascelles Road (and the future Diary Flat Highway to Wilks Road connection) has been provided, while an eventual road connection could be secured when properties to the north are redeveloped. Connections to the north-east and southern residential neighbourhoods are impacted by the presence of the proposed solar farms. However, it is anticipated that the future RTN corridor would likely form a barrier to movement to the east if constructed.

6.2.4 Housing Diversity

The proposal seeks to provide for approximately 486 dwellings across the Site. In addition to the overall number of new homes proposed, the Masterplan provides for a large amount of variety in housing typologies, including:

- Between 1 and 4 bedrooms;
- Varying in typological form between detached houses, duplexes, terraced houses (including the proposed live/ work units) and apartment units;
- A wide variety of lot sizes between 74m^2 and 616m^2 as well as apartment sizes of between 50m^2 and 151m^2;
- Varying forms of tenure and ownership including detached fee simple lots, unit-titled lots and individual lots subject to a resident's society / body corporate to manage communal areas; and
- Associated with the above, varying acquisition or renting costs associated with the different typologies and their attributes.

Based on the above, the proposal has the potential to accommodate a wide range of different household types in terms of their size and socio-economic characteristics consistent with the expectations of the NPS-UD, albeit in a much more concentrated area. This is likely to have a positive benefit for the area relating to its overall vibrancy and attractiveness as a community / neighbourhood that can appeal to a diverse group of people with varying needs that change throughout any given day. Further, the proposed housing could support a diverse local labour force that would help meet the needs of emerging local businesses (for example – in the Silverdale West Industrial area).

6.2.5 Open Spaces

The Masterplan includes provision for five key areas of open space to serve the development. This includes three neighbourhood parks to serve the residential neighbourhoods, an open space / civic area within the Village Centre, and the Stream Park. These are in addition to the Surf Lagoon itself which provides for further open space amenity (in terms of views / outlook) albeit behind a gate line for paying customers.

Stream Park is largely unchanged from what was submitted with the Stage 1 Fast Track Consent and includes extensive areas of native revegetation, stormwater infrastructure and recreational trails.

The open space / civic area within the Village Centre is made up two "green" areas - the Village Square and the Village Green - within a wider area of shared spaces that flow between proposed commercial and apartment buildings. These two specific spaces incorporate a combination of low-level landscaping and specimen trees, flat lawn area, hardscaping, seating and informal play opportunities. Combined, these areas provide for approximately 5,000m2 of dedicated open space within the Village Centre.

The neighbourhood parks incorporate a range of features including flat lawn areas, seating / bbq areas, landscaping and natural / small scale play equipment. The parks vary in size from 539m^2 and 3,512m^2 for the two neighbourhood parks serving the north-eastern and north-wester residential neighbourhoods to 2,083m^2 serving the southern residential neighbourhood.

Bespoke approaches to edge treatments are proposed depending on the context of each open space, with a clear focus on integration with surrounding development (e.g. commercial uses can "spill out" towards the open spaces within the Village Centre). Where the interface is with a residential lot, tailored approaching to fencing is proposed to provide for interaction between private outdoor spaces and the parks themselves.

The Open Space Strategy prepared by Studio Pacific Architecture helps to demonstrate the variety of uses these spaces are intended to support which is well aligned with the wide variety of housing typologies proposed. In addition, these spaces have been positioned to provide close coverage to the proposed residential and commercial uses, with almost all lots located within 200m of an open space. This provides for a high-level of coverage consistent with Auckland Council's own provision metrics and provides opportunities for these spaces to be better utilised to support the amenity needs of the smaller housing typologies proposed within the development.

6.3 Surf Lagoon, Accommodation & Stream Park

The Surf Lagoon, Accommodation Area and Stream Park is largely consistent with what has already been approved as part of the Stage 1 Fast Track consent. Changes proposed are generally minor in nature (in urban design terms). Key changes to this area include:

- Zone A and C's EcoCabins have been removed.
    - Zone C has been replaced with residential development (in part) and an extension of the solar farm.
    - Zone A is replaced by car parking which has been relocated from the south-eastern portion of the Surf Lagoon area (to facilitate the development of the Village Centre).

- The footprint / architectural details of the EcoCabins in Zone B have been revised;
- Several ancillary buildings surrounding the Surf Lagoon have been repositioned or amended, most notably the Hotel which is now positioned centrally towards the Village Centre with its height increasing to 7-storeys (up from 3 in the Stage 1 Fast Track Consent); and
- Carparking has been consolidated into a single area around the south-eastern corner of the Site adjacent to Diary Flat Highway and the east-west Collector Road.

6.3.1 Accommodation Area

Zone B has been retained for a series of small, single-storey cabins / duplexes to provide for visitor accommodation for future Surf Park visitors. The Stage 1 Fast Track Consent provided for several cabins, configured in terraces, within a highly landscaped setting. The main change is the move to largely duplex typologies with them remaining in a highly landscaped area, well set-back from external boundaries. The amended typologies are consistent in materiality with what has been approved and all feature generous internal living / sleeping areas that are generally orientated towards the north and remain well set-back from external boundaries. Given this, I do not consider that these changes give rise to any additional urban design effects over and above what has already been approved.

6.3.2 Surf Park Carparking

Changes to surface car parking at the Surf Park is, in my opinion, the main change proposed in urban design terms. Two smaller car parking areas have been consolidated into one larger area, near the external boundaries of the Site. Potential visual amenity effects associated with change have, however, been appropriately mitigated in a manner which is consistent with what was approved as part of the Stage 1 Fast Track Consent.

Landscaping plans prepared by Warren & Mahoney demonstrate a generous landscaped edge to the car park which incorporates dense planting (including specimen trees) on a series of mounds along the Dairy Flat Highway frontage. This reduces to 5m along the east-west Collector Road to approximately 2m beyond the car park entrance. This will help to maintain an attractive edge to Diary Flat highway and will effectively screen on site car parking and some buildings around the Surf Lagoon from neighbouring areas. The car parking areas themselves are also proposed to incorporate generous areas of landscaping helping to break up the visual extent of car parking proposed and help to provide for a positive visual experience for visitors arriving by vehicle. The overall approach is consistent with good urban design practice and mean that any urban design effects of the change are considered negligible.

6.3.3 Surf Lagoon Buildings

Several minor changes are proposed to the layout and configuration of the specialist buildings proposed around the Lagoon (e.g. changing sheds). Given their low scale (generally 1 to 2 storeys), position away from external site boundaries and consistent approach to architecture proposed in the changes I do not consider that they give rise to any urban design effects that could be considered more than negligible.

The most significant change proposed is to the lodge / hotel within the Surf Park. The building itself as been repositioned from its previous location west of the Lagoon (near Dairy Flat Highway), to

east of the Lagoon in a more central location and close to the proposed Village Centre. The extent of change between the consented and proposed building is shown below in Figure 8.

Figure 8 - Consented Lodge (above) vs Proposed Hotel (Below) (source: Warren & Mahoney)

The revised building has been increased in size whilst its roof form has been simplified from the sawtooth design that formed part of the Stage 1 Fast Track Consent. Having reviewed the plans I note that the general architectural approach remains consistent with the vertical and horizontal building mass broken down through a range of design measures including the approach to materiality, articulation of the building façade and the adoption of recessed balconies. In addition, the upper levels have been set back from the main façade line and are highly glazed owing to their proposed function as an F&B / Hospitality area overlooking the Lagoon. This will serve to reduce any potential impact from increased height by creating a more light-weight structure that will help to reduce the visual bulk of the building from adjoining properties and within the Site itself. I also observe that this hotel is positioned well away from external Site boundaries (approximately 110m) meaning potential effects (e.g. shading) will largely be internalised within the Site itself. Given the above, and the fact that the Site is currently undeveloped I consider that any urban design effects associated with the proposed changes to the hotel building are less than minor.

6.4 North-east Residential Neighbourhood

6.4.1 Housing Diversity

A total of nine different dwellings typologies are proposed ranging from two to three-bedrooms and spread out across a total of 178 individual lots ranging in size from 74m^2 to 425m^2. These typologies include a smaller scale duplex typology (which utilise the smaller 74m^2 lots proposed. Each of the typologies features variations in materiality, building form / setbacks, and roof form (gabled, mono-pitched and hipped).

Floor plans across the different typologies demonstrate the internal floor areas range from 70m^2 to 134m^2 and all dwellings are proposed to have access to a small external patio or deck, accessed directly off the living area. On-site carparking is provided through either single garages or an external parking pad.

Housing diversity will be further facilitated through variation in the provision of a single garage, on-site parking pad, the number of bathrooms as well as a dedicated laundry / utility room across each unit. The orientation of the lots across the development adds further to the overall diversity of supply across the development. The variation in dwelling and lot sizes will also help to ensure a greater range of lot prices within the neighbourhood as well as the development as a whole and will support a range of different households to be able to locate within the development itself. This is consistent with the expectations of a medium density environment such as the MHS zone as well as NPS-UD.

6.4.2 Built Form

The proposed development responds positively to anticipated design outcomes of the MHS (and medium density type development more broadly) by avoiding uniformity and monotony in built form through subtle variations in materiality, roof forms and typology placement. In this context, the proposal incorporates nine distinct housing typologies, which collectively establish a cohesive architectural response with appropriate levels of visual diversity consistent with the evolving character of medium density areas across Auckland.

Variation in building footprints (including setbacks from the street), heights, and orientations ensures that the development reads as a fine-grain suburban residential neighbourhood rather than a single, homogenous complex, aligning with the intended design outcomes of the AUP. Architectural variety is further achieved through a mix of roof forms, including gabled, hipped, and mono-pitch roofs. This approach is consistent with good urban design practice, which encourages roof variation and modulation to reduce the perceived bulk of individual buildings as well as reflect traditional residential forms. The use of varied roof forms also breaks up building mass when viewed from surrounding sites, contributes to an articulated skyline, and reinforces a residential scale of activity.

Buildings utilise a palette of vertically and horizontally profiled materials along with series of neutral coloured and earthy colours. These are applied in a manner that helps reinforce individual dwelling identity while maintaining overall aesthetic cohesion. Façades are modulated through setbacks at both ground and upper levels, changes in materials, and articulation of entries consistent with positive design outcomes related to visual interest, human scale, and avoidance of long, uninterrupted building forms and elevations.

6.4.3 On-site Amenity

In terms of the proposed layout of each of the typologies, the internal floor area varies depending on the number of bedrooms proposed (with larger floor plates provided for those units with more bedrooms). All dwellings feature a range of internal storage options, including wardrobes for bedrooms and separate storage cupboards. Additionally, some dwellings feature multiple bathrooms or also have access to a dedicated laundry / utility room. Overall, this ensures that the development can accommodate the needs and potential requirements of a range of different living arrangements / households and deliver an appropriate standard of internal amenity for future occupants.

In terms of the proposal more broadly, the Masterplan provides for small lot sizes which has the potential to compromise amenity values of residents if not comprehensively addressed (e.g. lack of sunlight, overlooking / privacy issues). Having reviewed the suite of plans prepared, I make the following observations:

- Upper floors generally incorporate setbacks from ground floors and / or internal lot boundaries to reduce bulk near some boundaries and reduce the potential shadow profile on adjoining lots;
- The proposal has avoided continuous long runs of buildings by adopting predominantly detached building forms (which also include upper floor setbacks as discussed above). This provides opportunities for more sunlight to pass around and over the proposed buildings at various points throughout the day to adjoining lots, streets and neighbouring sites;
- Open-plan ground floor living is used to support daylight penetration from multiple orientations throughout the day (i.e. sunlight / daylight can pass through the building to different areas of occupation);
- Most private outdoor spaces proposed are located to the rear of dwellings, allowing the built form to screen them from view streets (i.e. public fronts and private backs). Where secondary private outdoor spaces are located along building frontages, these are clearly delineated through hedge planting and low-height fencing;
- The exemplar lot planting plan's demonstrate that all dwellings will utilise a combination of hedge planting and fencing to provide some screening between the street and individual units, while 1.8m high fencing and hedging is also proposed to delineate between rear and side lot boundaries;
- Adjoining windows between dwellings are limited or generally set back from side boundaries at upper floors;
- Appropriate window proportions and the use of sills heights and lengths to primary habitable rooms at upper floors are used to reduce direct views between private internal spaces and private outdoor spaces of any adjacent lots and the street. Where larger windows are used along building frontages, such as ranch sliders to secondary private outdoor open spaces, these are limited to ground floor level and additional screening and separation is established through the proposed fencing, and vegetation; and
- At a site-wide level, the proposal provides for a subdivision pattern of small blocks and frequent road corridors (in addition to the two pocket parks) which provides additional breaks between building forms and increases opportunities for sunlight to reach streets and adjacent lots.

6.5 North-west Residential Neighbourhood

6.5.1 Housing Diversity

A total of six different dwellings typologies are proposed, ranging from three to four-bedrooms and spread out across a total of 82 individual lots ranging in size from 247m^2 to 616m^2. Each of the typologies features variations in materiality, building form / setbacks, and roof form (gabled, mono-pitched and flat).

Floor plans across the different typologies demonstrate the internal floor areas range from 131m^2 to 294m^2 and all dwellings are proposed to have access to a large external patio or deck and rear yard, accessed directly off the living area. On-site carparking is provided through either single or double garages, a car port or an external parking pad.

Housing diversity will be further facilitated through variation in the provision the number of bathrooms as well as a dedicated laundry / utility rooms or Euro Laundries across each unit. The orientation of the lots, including lots which are positioned alongside riparian corridors and the neighbourhood parks, across the development adds further to the overall diversity of supply across the development. Whilst the overall variation in dwelling and lot sizes is more limited in comparison to the North-east Residential Neighbourhood, the North-west Residential Neighbourhood offers a different product (generally larger dwellings on larger lots) which will also help to ensure a greater range of lot prices across the development. This will help to support a range of different households to be able to locate within the development itself. This is consistent with the expectations of NPS-UD as well as good urban design practice for larger residential developments.

6.5.2 Built Form

The proposed development will help to establish a quality-built environment as sought by the AUP. This has been achieved by avoiding uniformity and monotony in built form through subtle variations in materiality, roof forms and typology placement in additional to extensive areas of landscaping and open spaces. In this context, the proposal incorporates six different housing typologies, which collectively establish a cohesive architectural response with appropriate levels of visual diversity consistent with an overall design theme which acknowledges the Site's rural history as well as proximity to the Surf Park.

Each residential typology is reasonably consistent in its overall design and appearance, adopting a simple range of claddings and colour finishes. Building façades are well modulated, with parts of the façade being 'pushed' and 'pulled' back or forwards and materiality aligned with these volumes. Within the context of this development, I consider both a simple palette of materials and restrained approach to façade modulation to be appropriate. This serves to break up the visual expanse of each façade in a manner consistent with the human scale of residential development anticipated within less intensive residential zones such as the MHS.

6.5.3 On-site Amenity

On-site amenity across the North-west Residential Neighbourhood is high. This is understandable in the context of larger floor plans and lot areas proposed. This is not to say that smaller dwellings or lot sizes results in lower on-site amenity outcomes – rather they are different and likely to be more suited to different household compositions.

In general, buildings have been positioned with "public fronts" and "private backs", providing opportunities for privacy for residents. Further, the Masterplan shows generous building separation due to lot and block layout which will support a high-level of sunlight access at various times of the day.

Where lots front directly onto public open space, site specific fencing controls are proposed that provide for a balance of privacy and visual connection of the adjoining open space (i.e. 1.8m if at least 50% visually open). This is a common and appropriate design response that balances the

needs or residents in terms of privacy and safety, as well as providing for a more attractive and engaging frontage with an open space.

6.5.4 Design Guide

In addition to the submitted plans, a Residential Design Guide ("**RDG**") has been prepared for the North-west Residential Neighbourhood. This is reflective of the likely development of this area being progressively undertaken by individuals or home builders, rather than as a single development such as in the North-east Residential Neighbourhood.

The purpose of the RDG is to enable future lot owners to vary the approved plans or develop entirely new plans to suit their specific needs in a manner which does not undermine the architectural coherence of the development as a whole, and to provide certainty to future lot owners as to the character of the neighbourhood in which they will be living. The RDG provides a series of mandatory (quantitative) design controls as well as some more subjective (qualitative) controls related design aspects like materiality. Any changes proposed to an individual lot will be required to demonstrate conformance with the RDG and be certified by a suitably qualified, independent professional without the need to seek a s127 variation which may be procedurally problematic due to the underlying FUZ. In my opinion, the RDG provides for appropriate controls which will ensure the positive urban design effects of the proposal are maintained. The RDG also has the ability of enabling greater personalisation, typological variation and visual richness into the development which are all considered to be positive urban design outcomes.

6.6 Southern Residential Neighbourhood

Two different dwellings typologies are proposed within this neighbourhood ranging from two to three-bedrooms and spread out across a total of 81 individual lots ranging in size from 189m^2 to 416m^2. Dwellings are arranged across six different blocks generally running in a north/ south direction.

Floor plans across the two typologies demonstrate the internal floor areas range from 100m^2 to 130m^2 and all dwellings are proposed to have access to a small external patio or deck, accessed directly off the living area. On-site carparking is provided through a single garage, generally positioned on the southern side of the dwelling and set within a "lean-to" structure, setback from the main façade line of the dwelling. The overall approach is like that proposed within the North-east Residential Neighbourhood, albeit with fewer typologies and larger individual lot sizes.

6.6.1 Housing Diversity

The Southern Residential Neighbourhood provides a total of 81 individual lots featuring two different housing typologies – one featuring two bedrooms and the other featuring three bedrooms (including a master / ensuite). Both are two storeys and feature a single internal garage. Whilst the level of housing diversity within this Neighbourhood is less than other parts of the Masterplan, it still adds further variety to the overall mix of housing (size, location, cost etc) provided across the Masterplan.

6.6.2 Built Form

As with the North-east Residential Neighbourhood, a similar approach to built form is adopted by the two typologies that utilise a gabled roof form, subtle variations in materiality and a single garage housed in a "lean-to" type structure. Buildings utilise a palette of horizontally profiled

materials along with recommendations for a series of neutral coloured and earthy colours that could be applied. Façades are modulated through setbacks at both ground and upper levels, changes in materials, and articulation of entries consistent with positive design outcomes related to visual interest, and human scale and to ensure a relatively consistent architectural coherence with the wider Masterplan.

There will be a high degree of visual consistency due to the limited typologies proposed and their configuration within the Masterplan. This will be mitigated to some extent through front yard landscaping and street trees which will, when matured, providing a vertical green element that will help to partially obscure or screen buildings within the development.

I acknowledge that there are also benefits to the approach of minimising typological variation across the Southern Residential Neighbourhood in helping to minimise construction costs by avoiding a large range of bespoke designs / design features. Further, any potential issues are likely to reduce in time as residents become established within the neighbourhood and begin to apply a greater degree of personalisation to their properties – this outcome is evidenced in Auckland's "special character" areas where there is a high degree of uniformity in adopted housing typologies that have, over time, changed to meet residents specific needs and tastes.

Nevertheless, to reduce potential effects associated with this approach in the short-to-medium term, I would recommend that a condition be included limiting the adoption of exact same material composition and colour on any typology to no more than one adjoining lot to ensure a greater degree of variety in the appearance of dwellings within the Southern Residential Neighbourhood. This will support a richer architectural environment as well as provide for some personalisation / differentiation between individual dwellings to assist with legibility. The intent of this condition is demonstrated in Figure 9.

Figure 9 – Variation in streetscape interface with minor variations in materiality and colour

6.6.3 On-site Amenity

In terms of the proposed layout of the two typologies, the internal floor area varies depending on the number of bedrooms proposed (with larger floor plates provided for those units with more bedrooms). Both typologies feature a range of internal storage options, including wardrobes for bedrooms and separate storage cupboards. Additionally, the larger Type 2 typology features multiple bathrooms and also has access to a dedicated laundry / utility room. Overall, this ensures that the development can accommodate the needs and potential requirements of different living arrangements / households (e.g. family with young children vs professional couple) and deliver an appropriate standard of internal amenity for future occupants.

In terms of the overall configuration of the Masterplan in this area, a similar approach with regard to on-site amenity in terms of issues like sunlight access and privacy as applied to the North-east Residential Neighbourhood has been adopted, with the key difference being the generally larger size of lots proposed (and therefore generally greater levels of building separation this enables).

6.7 Live Work Precinct

The Live Work Precinct provides for 25 terraced houses spread across five individual blocks, aligned along a north-south road. A series of four small car parking areas is also interspersed across the Precinct. Each building is two-storeys in height, utilises a sawtooth roof form and features a limited palette of external materials with glazing provided to all frontages. Development is setback from the western boundary by approximately 10m to accommodate an existing stream corridor, whilst the buildings themselves are set further back through the provision of a rear-yard. Building B3 is positioned immediately north of a proposed Water Treatment / Wastewater Treatment Plant (WTP/WWTP).

Two alternate typologies are proposed depending on the unit's position centrally or on an end of each block and these provide further internal variation in terms of the numbers of bedrooms and the extent of space assigned to commercial uses. Alternative frontages with and without vehicle access are also proposed.

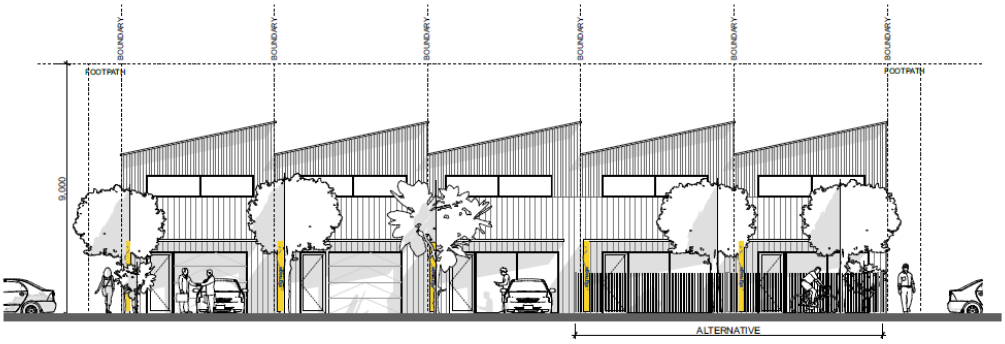

Figure 10 - Typical Front Elevation (source: Studio Pacific Architecture)

Potential urban design effects associated with the built form have been suitably avoided by breaking down the development into a series of smaller buildings, having the building setback over 15m from external site boundaries (and associated revegetation of an existing steam corridor), utilising a varied roof line and ensuring good levels of glazing are provided to the street and internal car parking areas. Provided the area is developed in line with the architectural plans, it is considered that the Live Work Precinct would not give rise to any adverse urban design effects. These outcomes should be secured by way of condition.

There are potential adverse amenity impacts from residents in the southern units of Building B3 immediately adjacent to the WTP / WTTP. Odour and Noise impacts associated with this are addressed separately within the Noise and Vibration Assessment and the WWTP Design Report. The WWTP provides for buildings / tanks up to 5.5m in height. Being located south of Building B3 this will not generate adverse shading effects but there is potential for what some may consider to be adverse visual effects owing to the utilitarian nature of the WWTP. In such instances it would be common to incorporate some landscape screening to obscure views of the WWTP and provide a physical buffer with adjacent uses. Architectural Plans indicate a 3m landscaping strip along the WWTP boundary, although no detail has been sighted. However, in my experience a 3m width is sufficient to accommodate vegetation (such as specimen trees and hedging) which can fulfil a meaningful screening function. The detail of this can be dealt with via a condition requiring detailed landscaping plans to be prepared and implemented for the WWTP during / immediately following its construction.

6.8 Village Centre

The Village Centre incorporates 7 different apartment buildings (A-C, D1-2 and E1-2), and four non-residential buildings that provide for a wellness centre / space, F&B, ECE and a small supermarket. The buildings themselves are positioned between the north-south Collector Road and the Surf Park in an area characterised by shared spaces and open space.

Figure 11 - Village Centre Masterplan (source: Studio Pacific Architecture)

6.8.1 Built Form

6.8.1.5 Apartment Buildings

Apartment Buildings A and B share identical floor plans across four-storeys. Each building comprises 24 apartments accessed by two separate cores. The ground floor's include a

combination of residential lobbies, cycle parking, car parking and commercial spaces (primarily orientated towards the proposed open space / shared space network) as opposed to the public street.

Apartment C shares similar characteristics with Apartments A and B except for ground floor commercial units. Instead, additional apartment units are provided for with outlook directly over the lagoon.

Apartment Buildings D1 and E1 also share identical floor plans across three-storeys, whilst Apartment Buildings D2 and E2 also share identical floor plans that effectively duplicate one-half of D1 and E1.

In terms of its built form, both the vertical and horizontal building mass across each of the apartment buildings is broken down through a range of design measures including the approach to materiality, articulation and modulation of building façades (including the use of recessed balconies) and the adoption of varied roof profiles (see Figure 12 for example). These are all consistent with good design practice within both residential and centre zones of the AUP and will help to establish a positive architectural character in the Village Centre.

Figure 12 - Generic Perspective of Northern Facade for Apartment Buildings D and E (source: Studio Pacific Architecture)

6.8.1.6 Commercial Buildings

Commercial buildings include a proposed market (i.e. small supermarket), ECE, F&B building and a Wellness Centre. The later is two storeys in height while the remainder are just a single storey. They are all considered to be relatively small commercial buildings which, in combination with an architectural approach of adopting varied roof lines, high levels of glazing, vertically profiled claddings (both timber and metal), contributes to a positive architectural character that does not raise any adverse built form effects.

6.8.2 Streetscape Interface

Good levels of street activation are proposed fronting key streets and internal open spaces / shared space. Generally speaking, high levels of glazing, building openings (including both commercial and

residential openings) and active uses are orientated towards the building edges at ground floor level (for example refer to Figure 13). Service areas, including loading areas associated with the proposed market are positioned to face away from the public road while the Village Square has been framed with commercial uses helping to activate this space. This approach is considered to present a positive design outcome from the proposal.

6.8.3 Housing Diversity and Residential Amenity

A total of 120 units is proposed. Unit sizes range between 50m^2 for a 1-bed studio unit through to 144m^2 for a 3-bed unit (excluding balcony area). This will add further variety to the types of housing proposed with the development that contrasts with the surrounding residential neighbourhoods.

In addition, the buildings have been orientated such that all dwellings generally face the north-west or west with opportunities for outlook over the Surf Lagoon and / or other areas of proposed open space. All units also have access to a car park as well as cycle parking. Overall, the combination of generous floor plans, orientation and on-site amenities will support a high level of amenity for future residents within the apartment buildings proposed.

6.9 Data Centre / Light Industry Precinct

Both data centres and light industrial buildings / activities aren't typically subject to consideration in terms of their urban design impacts in Auckland where land is live zoned. Their design is driven heavily by the functional requirements of the activities that they contain which typically results in larger, less ornamental building forms, limited street activation / pedestrian activity and larger areas of impermeable surfaces (to support both larger buildings and vehicle manoeuvring).

Given, the non-complying activity status of the Proposal, I have considered potential urban design issues of the Data Centre expansion and Light Industry Precinct and observe that both areas provide for generous landscape buffers / planting along existing or proposed road corridors as well as external neighbours. The building themselves proposed a limited palette of materials, simple roof forms on buildings up to 8.2m high and areas of glazing and signage consistent with typical light industrial development.

Given the low-scale of development proposed, combined with the landscaped setbacks and general approach to the architecture of these buildings there are not considered to be any adverse urban design effects in terms of built-form and amenity that could be said to arise from this aspect of the proposal. Rather, any urban design effects are neutral to positive in terms of providing a transition of uses that interfaces appropriately with the Aerodrome as well as the potential provision of commercial services that could support the local resident population or other businesses.

7.0 Conclusion

In conclusion, this Urban Design Assessment has considered the proposed Stage 2 development of the Auckland Surf Park Community against relevant urban design principles derived from the AUP, NPS-UD, the Silverdale West Dairy Flat Structure Plan and good urban design practice, with regard to the Site's peri-urban context, physical characteristics and the Stage 1 Fast Track consent framework.

I consider that the proposal presents a coherent and well-resolved Masterplan response to a large greenfield site, with a clear organisation of land uses that concentrates higher levels of activity around the Surf Park and Village Centre and appropriately locates the data centre and light industrial activities adjacent to the aerodrome, with landscaping and separation managing sensitive interfaces. While the inclusion of residential neighbourhoods and a local-scale centre differs from the Structure Plan's indicative employment focus, this change is not considered to generate adverse urban design effects. Rather, it supports housing choice, local services, and a more vibrant and efficient urban environment that can integrate with future urbanisation of surrounding Future Urban zoned land and RTN.

At a site-wide scale, the proposed street and block structure, open space framework and pedestrian/cycle connections provide a legible, connected and human-scaled structure, including appropriate future-proofing for the RTN corridor and strategic cycling routes. The proposal provides a strong mix of housing typologies, sizes and tenures, with generally positive built form, streetscape activation and on-site amenity outcomes across the identified precincts, supported by façade articulation, setbacks, landscaping and design guidance to maintain quality over time. Where potential issues are identified—such as the risk of visual uniformity in the Southern Residential Neighbourhood and sensitive interface considerations within the Live/ Work Precinct—these are capable of being appropriately managed through targeted conditions and detailed design resolution.

Overall, the proposal is assessed as having urban design effects that are no more than minor and, in many respects, neutral to positive, and it will deliver a comprehensively planned community that responds well to its context and contributes positively to the evolving urban form of the Dairy Flat/Silverdale West area.