Urban Design Statement

Waimauku Masterplan - Fast Track Referral Application

12/11/2025

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Prepared for

Halberd Holdings Limited

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Kerikeri Whangarei Warkworth **Auckland** Tauranga Hamilton Cambridge Havelock North Wellington Christchurch Wanaka

Contents

1.1 Purpose and Scope

The site is located north-west of the existing Waimauku township and is bounded to the south by State Highway 16 which provides access to Auckland CBD and Helensville.

This Urban Design Statement for Waimauku is one of a suite of technical reports which have been prepared in support of a Fast Track Referral Application on behalf of Halberd Holdings Ltd.

The purpose of this Urban Design Statement is to provide high-level design background and thinking to that supports the development of a masterplan that will form the basis of a referral applicaiton. This document identifies urban design considerations relevant to Waimauku and is informed by national and local urban design policy and guidance.

Specifically, this report seeks to provide the following:

- An understanding and high-level analysis of the site in the Waimauku context. In particular, to the existing and planned movement patterns and existing natural features;
- An analysis of the constraints that will impact the urban development of the site which seeks to integrate the other specialists' reports and key issues which they have identified which will have implications on the spatial outcomes within the site;
- An analysis of the spatial opportunities the site presents in terms of residential development; and
- A recommendation for a masterplan that illustrates the spatial form outcomes for residential development of the site that reflects the above analysis of the sites' context, constraints and opportunities.

Figure 1 - Location of Waimauku in Auckland Region

1.2 Site Location and Regional Context

The site is located directly north west of the Waimauku town centre. State Highway 16 (SH16) forms the extent of the southern boundary while the raiway corridor passes through its centre.

The site is well connected being located directly adjacent to SH16 which provides quick and convenient access to Auckland CBD to the south east via Huapai and Riverhead, and Helensville toward the north. The drive time from the site to Auckland CBD is approximately 33 minutes outside of peak traffic hours.

Waimauku Park and Ride is located 600m from the eastern portion of the site. This provides access of Bus 125 to Westgate and Helensville.

The Waimauku village centre is located approximately 400m from the eastern portion of the site.

The site is currently within a Rural Production Zone. The site is located close to a number of residential catchments to the south eastern portion of the site.

Legend

- Strategic Route
- Arterial Road
- Railway

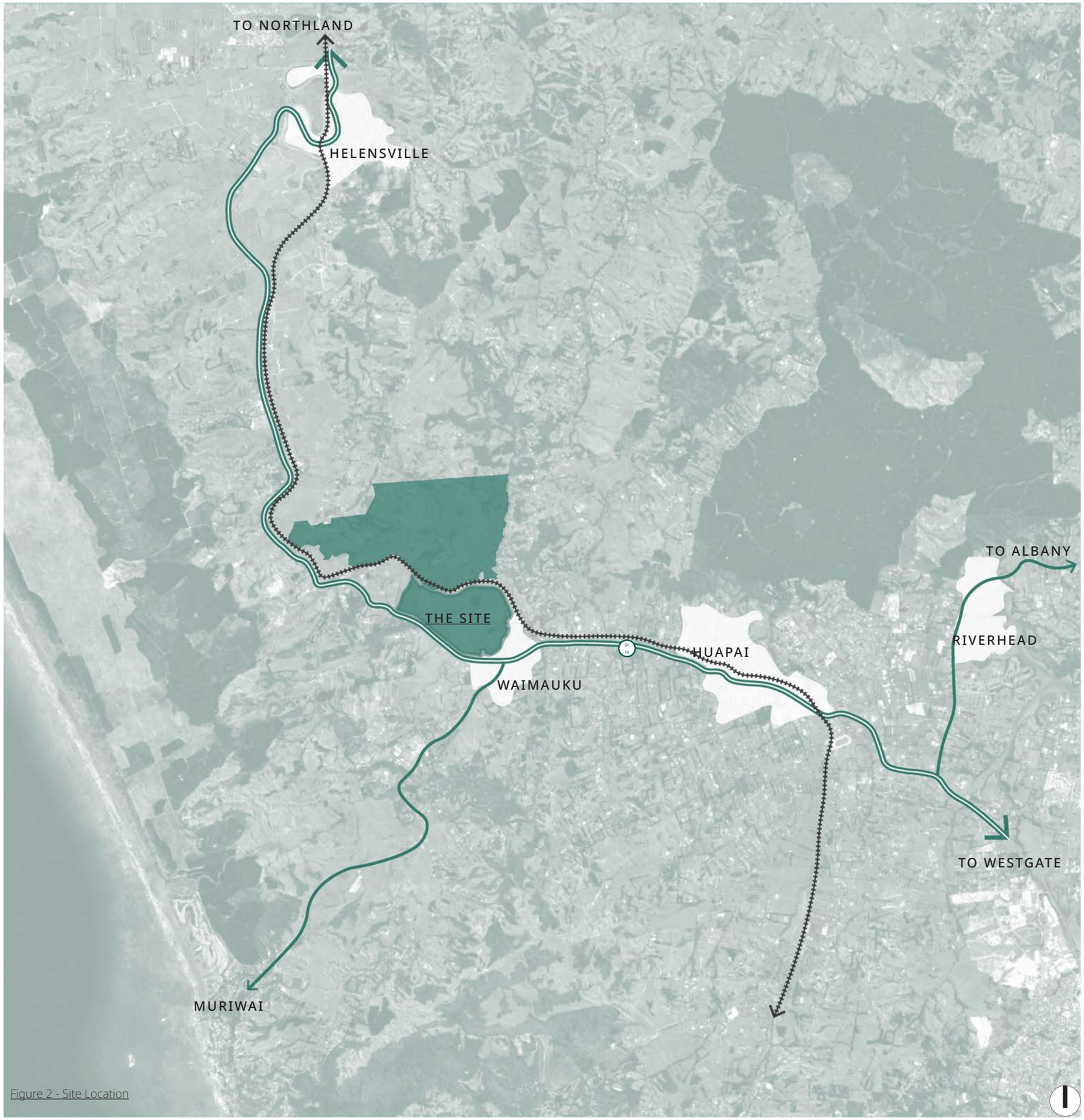


Figure 2 - Site Location

1.3 Site Overview

Halberd Holdings Limited have approximately 769Ha of land located immediately north-west of Waimauku, largely in use ofr pastoral farming.

Of this, 573Ha sits north of the railway corridor and can be accessed from an existing level crossing within the site or via Davidson Road. The balance of the site, south of the railway corridor, ecompassess approximately 196Ha and is accessed via multiple points along State Highway 16. The underlying title also includes a right-of-way easement providing potential access directly to Waimauku Station Road, over the Kaipara River.

For the purposes of this analysis, the southern portion of the site adjacent to the existing urban area is of most relevance when considering potential urban development.

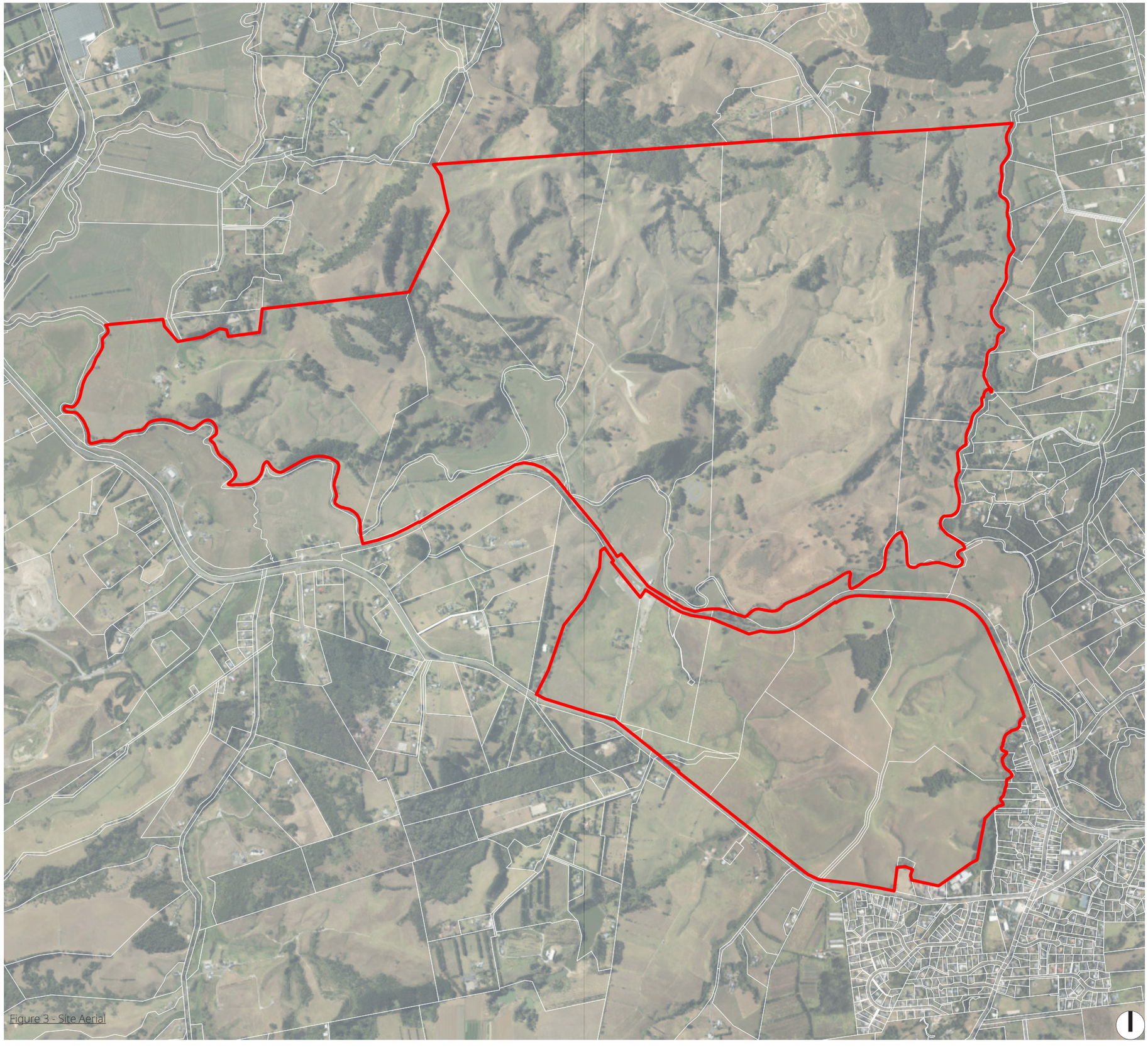


Figure 3 - Site Aerial

1.4 Planning Context

The site is located northeast of Waimauku Village Centre and zoned as 'Rural – Production Zone' under the AUP. The existing Waimauku urban area is largely zoned Residential - Single House with some additional Open Space zones, a small area of Business - Light Industry and Business - Local Centre. An area of Countryside Living currently extends north of Waimauku.

In addition to the underlying zones, the site also features several stands of native vegetation classed as Significant Natural Areas and a ridgeline protection overlay. A designation under the authority of Kiwirail also partially bisects the site and incorporates an underlying zone of Strategic Transport Corridor. The designation and zone boundary largely follows along a tributary of the Kaipara River.

Legend

- Residential - Single House Zone
- Open Space - Conservation Zone
- Open Space - Informal Recreation Zone
- Open Space - Community Zone
- Business - Local Centre Zone
- Business - Light Industry Zone
- Rural - Rural Production Zone
- Rural - Countryside Living Zone
- Rural - Countryside Living Zone
- Strategic Transport Corridor Zone
- Water
- Significant Ecological Area
- Ridgeline Protection Overlay

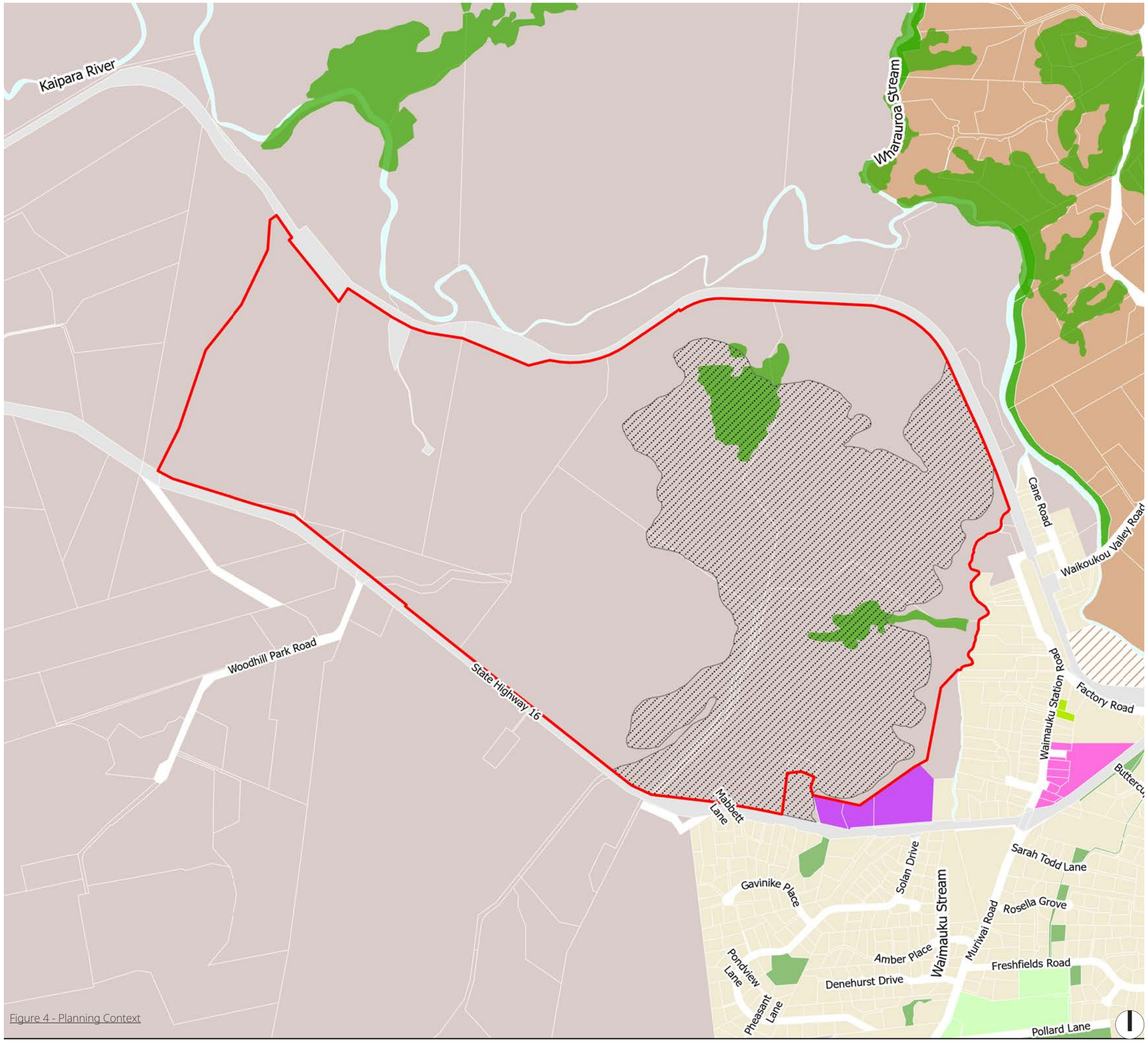
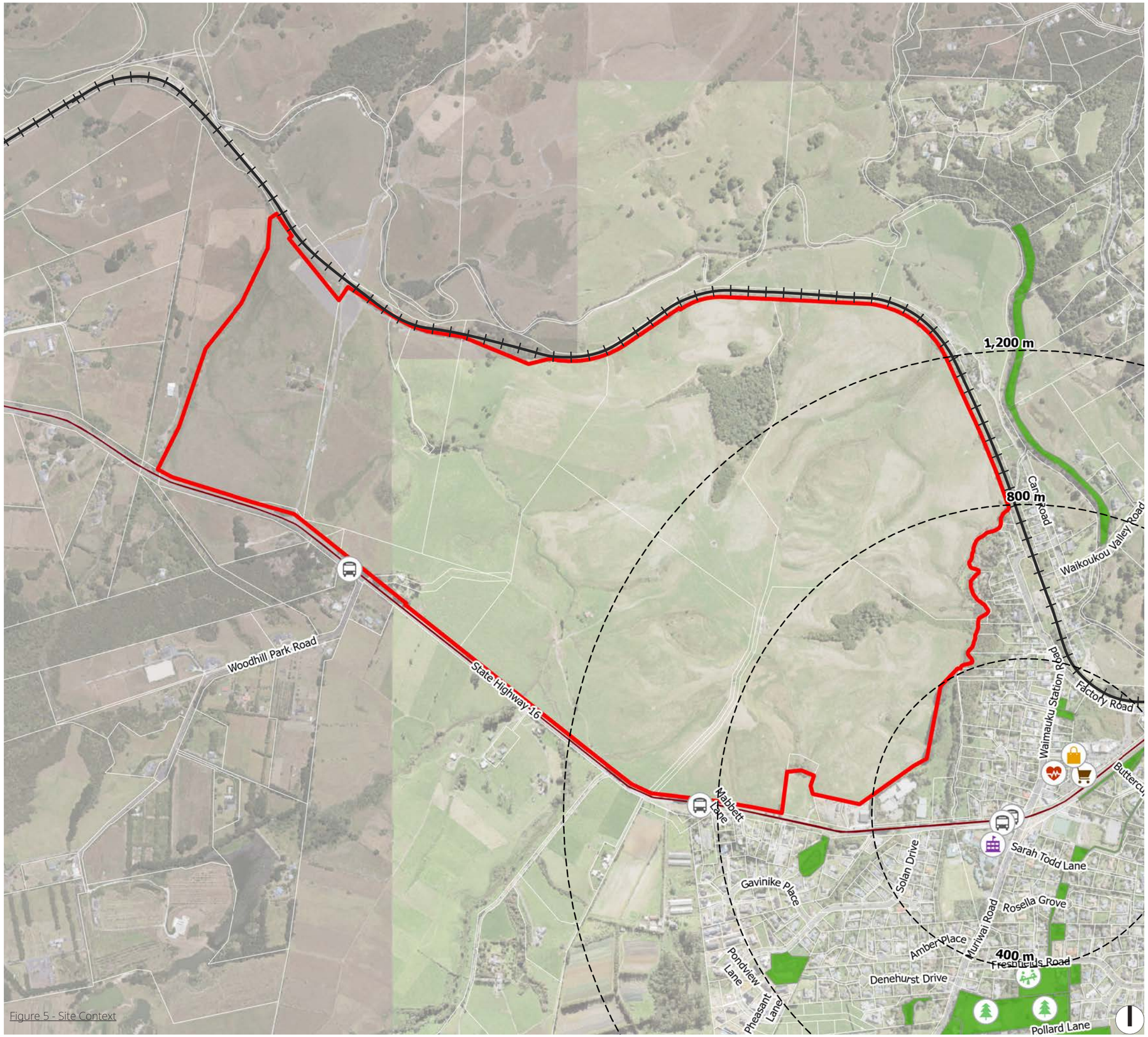


Figure 4 - Planning Context

1.5 Site Context

The southern portion of the site is approximately 196Ha in size comprising serveral land parcels and has road frontage to SH16 along the southern boundary. There are several access points off SH16 already in existence.

A number of existing amenities and social infrastructure are located in close proximity to the site. Waimauku village centre is located in around 400m south east of the site. This area comprises a number of amenities including Waimauku School, kindergarten, medical centre, supermarket, public open space, community facilities.



Legend

- Community Hall
- Medical Centre
- Playground
- Park
- School
- Supermarket
- Waimauku Village
- Bus Stop
- Bus 125 Route
- Railway Corridor
- Open Space

Figure 5 - Site Context

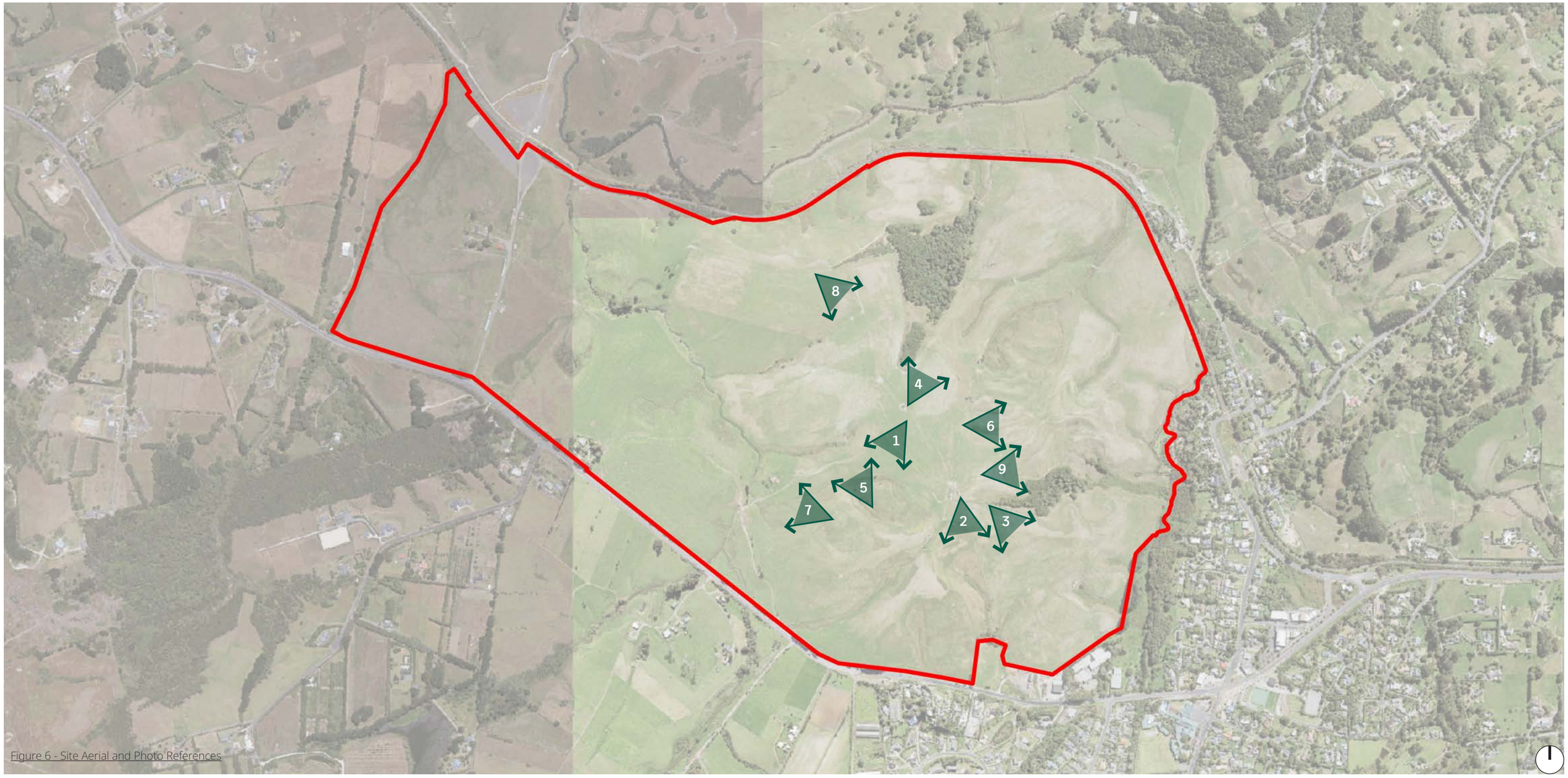


Figure 6 - Site Aerial and Photo References

1.6 Understanding the Site

The site is predominantly in pasture but also, includes a mix of native and exotic bush, streams, and potential wetlands. A main ridgeline runs through the east, along with a tributary of the Kaipara River. Small gullies shape natural drainage patterns, which, along with the existing vegetation, are key landscape features. As evidenced by the site photos on the following page, areas of steeper terrain give way to large areas of flat or gently sloping terrain which would be suitable for urban uses.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1.7 Existing Contour and Elevation

The site's topography slopes away from the ridgeline in the eastern portion of the site.

The topography creates a unique sense of space and plays a strong role in determining a site's characteristics in terms of the alignment of streets, lot boundaries, building platforms and open space.

Whilst these areas are typically viewed as development and connectivity constraints, site planning considerations and opportunities include:

1. Utilise low lying areas typically associated with streams to identify an open space network for amenity, recreation and ecological enhancement.
2. Areas of higher elevation could be graded to a degree in order to fill some of the less sensitive gully areas to enable more efficient development outcomes.

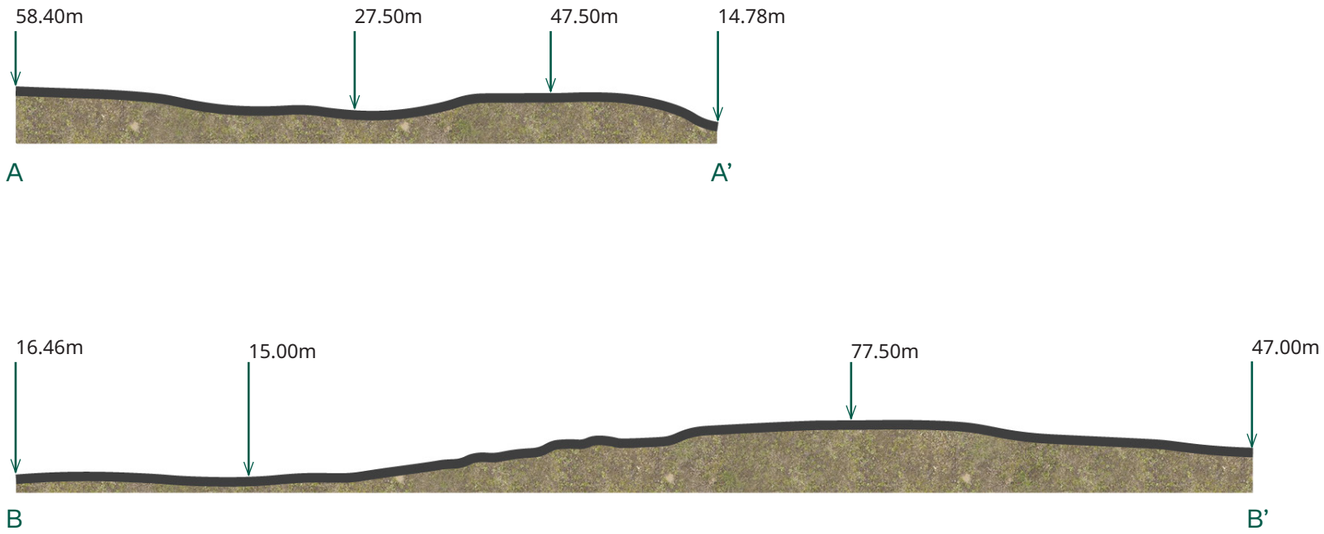


Figure 9 - Sections

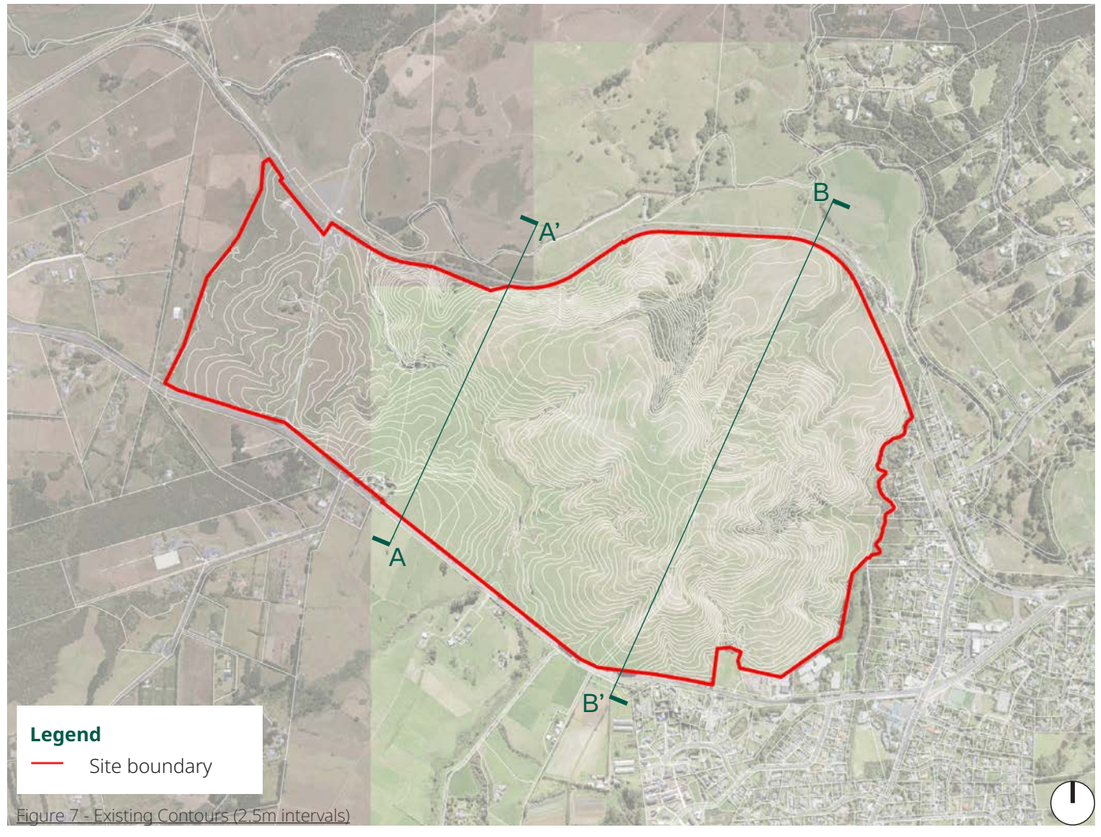


Figure 7 - Existing Contours (2.5m intervals)

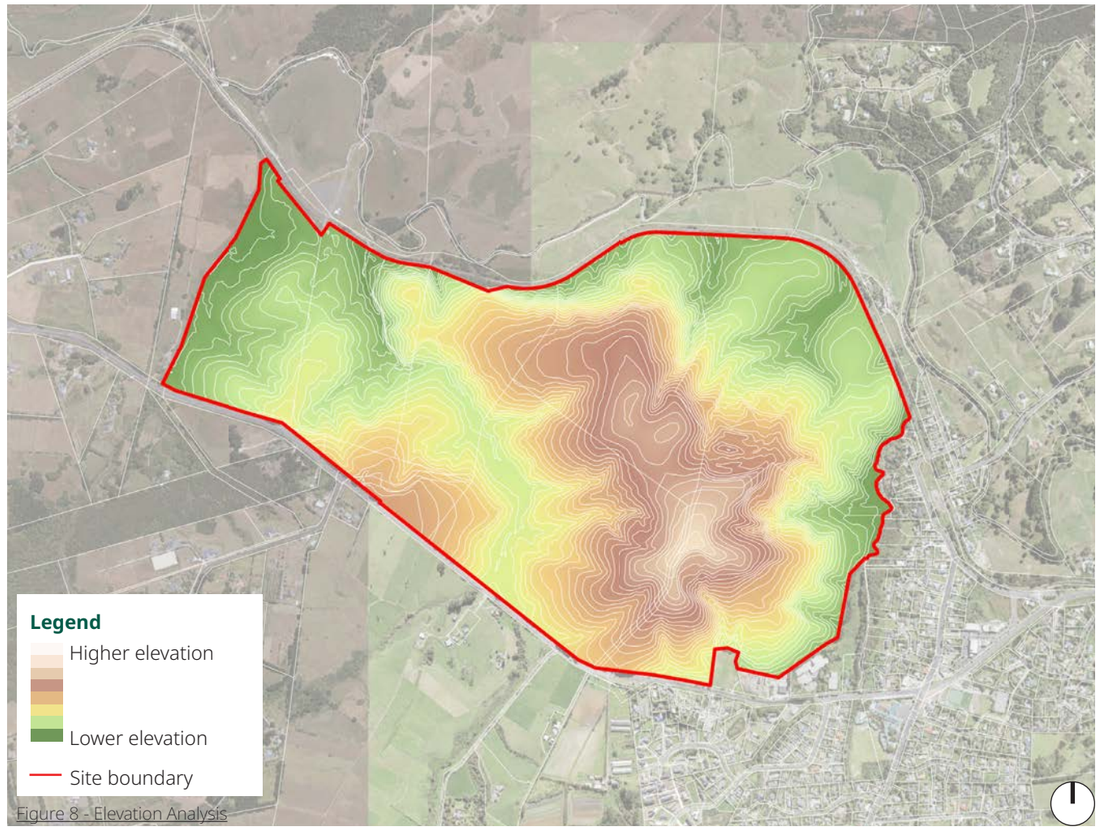


Figure 8 - Elevation Analysis

1.8 Slope and Aspect

The site's topography slopes away from the ridgeline in the eastern portion of the site. Some parts of the site slope steeply and will require carefull consideration in terms of land development / retaining to ensure an appropraite transition between any future streets, open spaces and residential lots.

The topography has the potential to create a unique sense of space and plays a strong role in determining a site's characteristics in the frame of alignment of streets, lot boundaries, building platforms and types of open space.

Whilst these areas are typically viewed as development and connectivity constraints, site planning considerations and opportunities associated with slope and aspect include:

1. Steep areas located in close proximity to sensitive ecological areas could be included within riparian margins to enhance ecological and amenity buffers;
2. Road and block layouts will need to take into consideration the ability to achieve appropriate grades without requiring overly circuitous routes and significant retaining (e.g. over 2m in height);
3. The aspect analysis demostrates the potential spatial arrangement for the future lots / dwellings that can maximise a northern orientation.

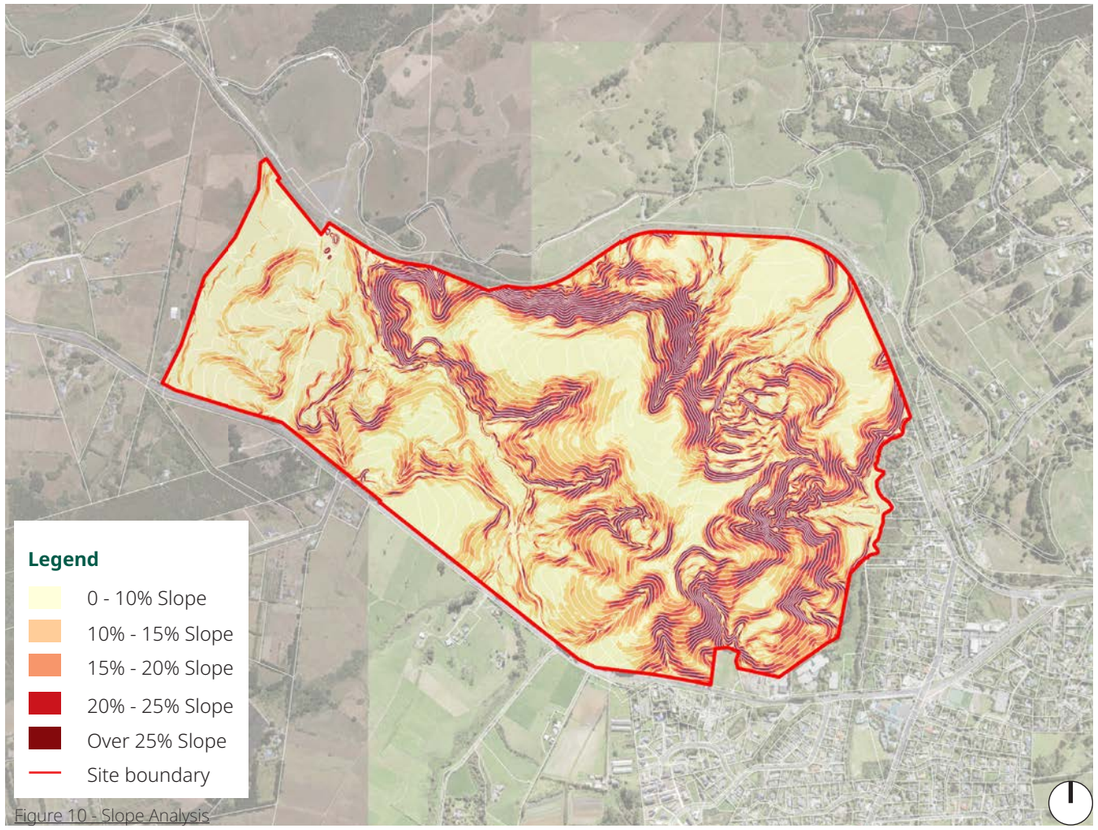


Figure 10 - Slope Analysis

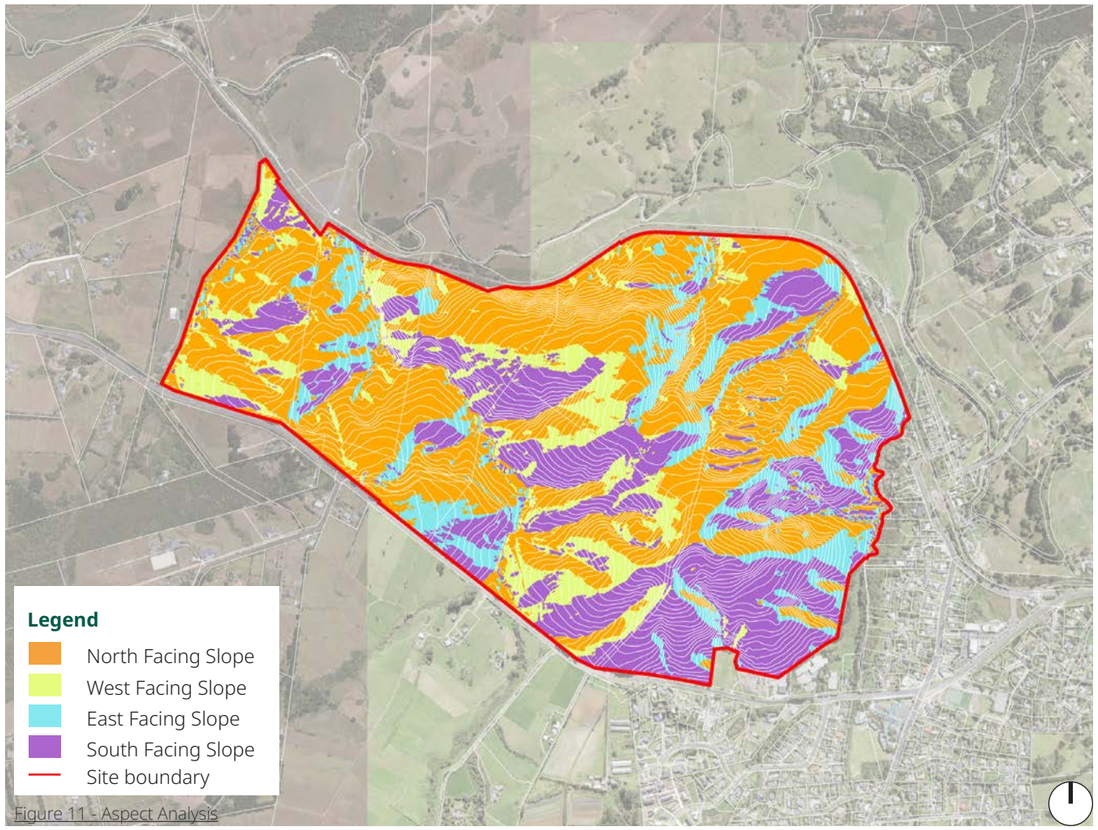


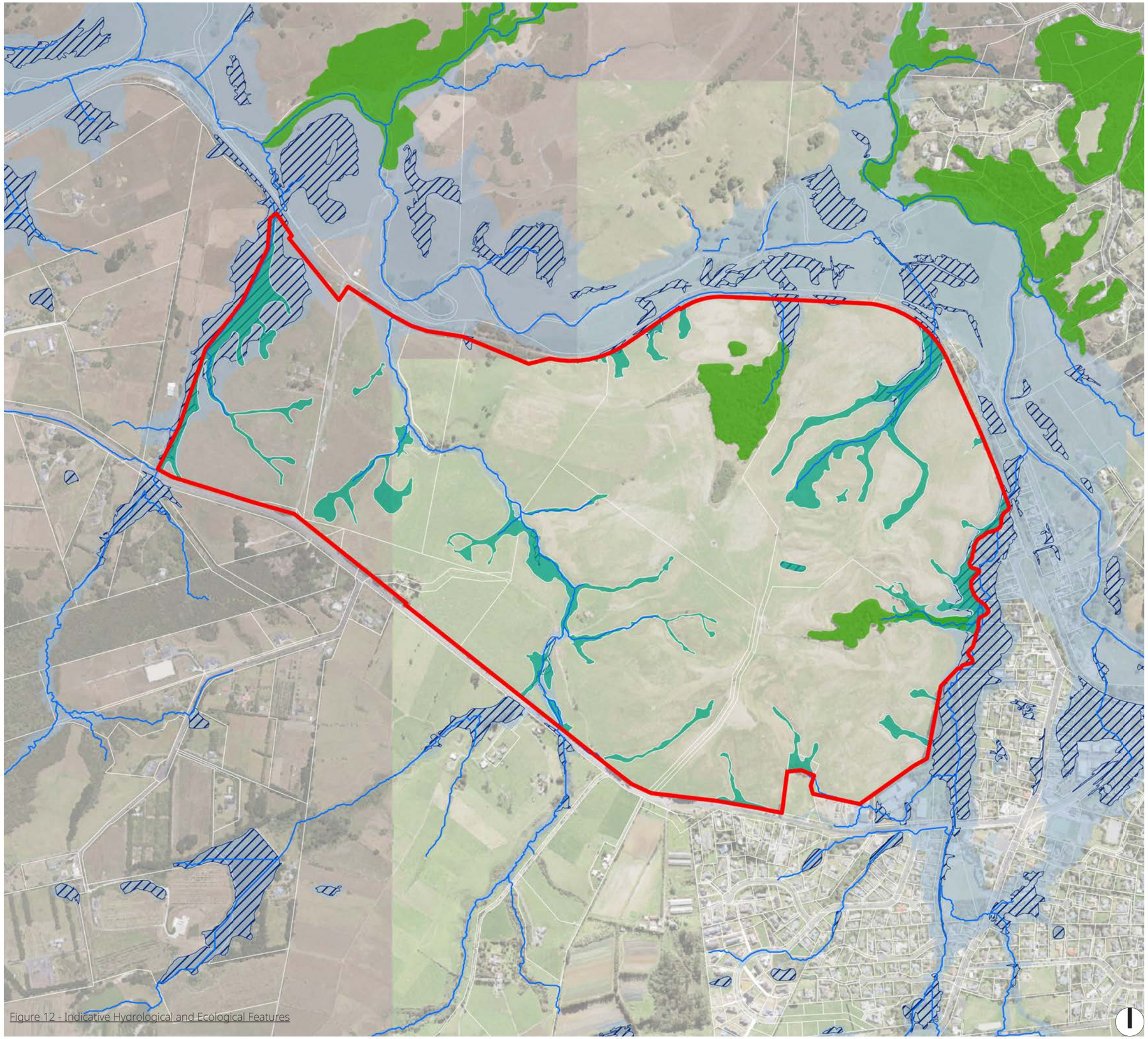
Figure 11 - Aspect Analysis

1.9 Hydrology & Ecology

The site has a rich underlying ecological layer based on its distinctive topography. The diagram is indicative only based on the desk top research and further investigation will be needed from professional ecologists. Existing waterways, wetlands and potential flood retention areas lead to development and connectivity constraints.

Site planning considerations and opportunities include:

1. Maintenance and enhancement of Significant Ecological Areas - this includes ensuring future landscaping responds to their particular ecological values;
2. Riparian setbacks from waterways and wetlands planted with eco-sourced native plants to improve ecological outcomes;
3. Public open spaces that provide for the treatment, drainage and in some cases retention of stormwater; and
4. A connected green network including a legible and safe pedestrian and cycle network providing future residents with access to nature and enhanced connectivity.



Legend

- Permanent Stream
- Flood Plain
- Flood Sensitive Area
- Potential Wetland (subject to future ecological assessment)
- Significant Ecological Area

Figure 12 - Indicative Hydrological and Ecological Features

1.10 Opportunities and Constraints

The site investigations and information gathering stage, including gaining feedback, advice and insights from the site analysis and desktop investigation, has helped to understand site constraints and to respond with a range of opportunities for conceptual site planning.

Legend

- Existing Ridgeline Protection Overlay
- Permanent Streams
- Flood Plain
- Potential Wetland (subject to future ecological assessment)
- Significant Ecological Area
- Steep Land (over 20% slope) and geotechnical issues
- Potential Employment Land adajcent to State Highway and on the flatest land
- SH 16
- Existing Vehicle Access within the site
- Existing Access Point
- Limited opportunities to connect with the Village Centre
- Establish a Connection with Village Centre from the site
- Potential higher residential densities on the flatter areas
- Potential to use the balance of the farm to support on-site servicing (e.g. wastewater disposal)
- Viewshafts to wider landscape on the high point of the site and establishment of community node
- Potential noise and vibration impacts from SH16 and railway corridor
- Enhancement of riparian corridors to support stormwater management, ecology and connectivity outcomes
- Potential community / commercial node central to the site and linked with key ecological corridors to provide for residents day-to-day needs

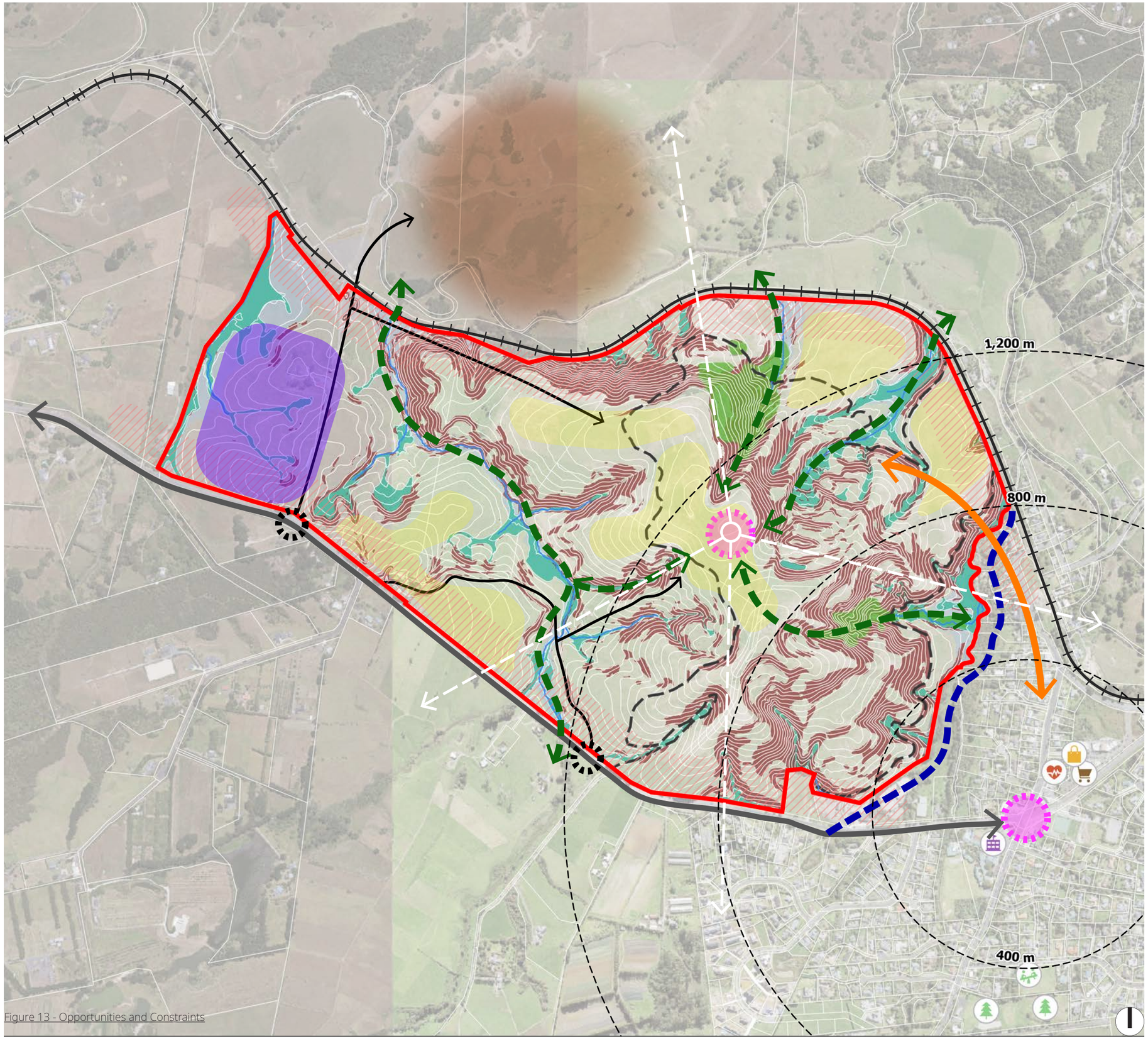
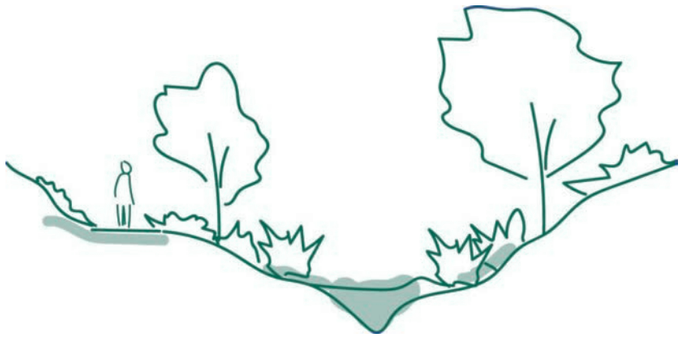


Figure 13 - Opportunities and Constraints

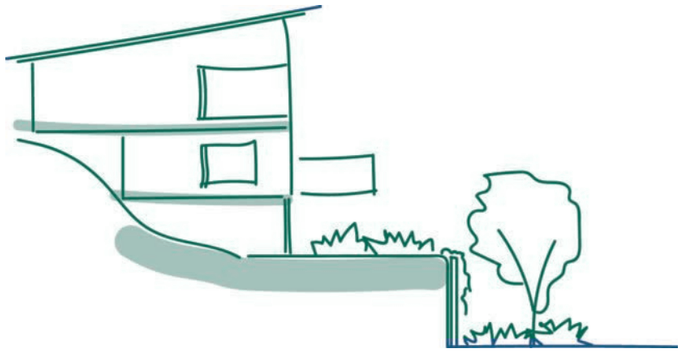
2.0 Design response

2.1 Design Principles

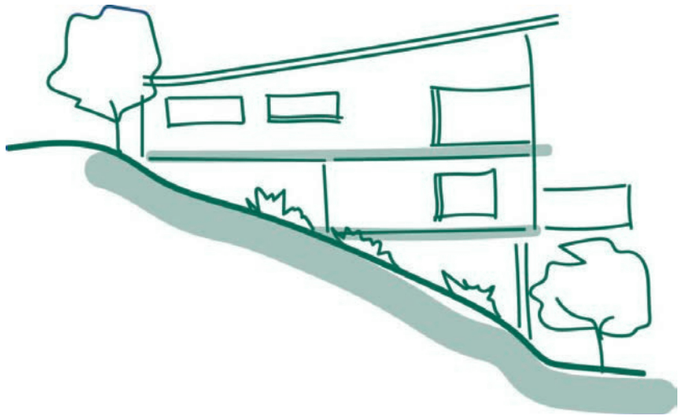
These design principles build off the opportunities and constraints and have been developed to help inform the detailed testing and layout of a block structure and lot layout across the site.



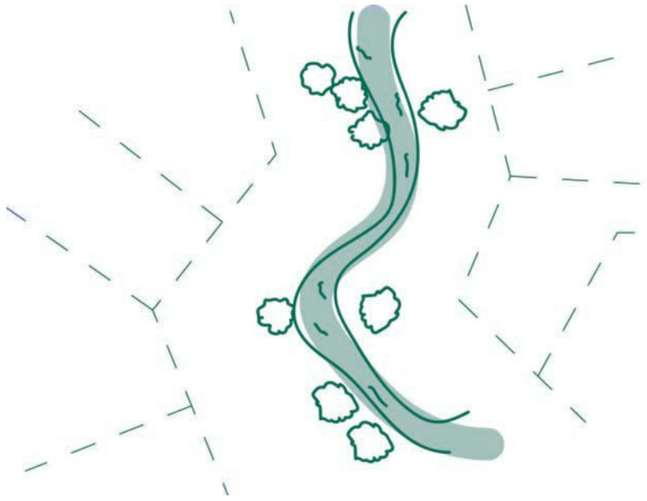
Re-vegetation and implementation of riparian planting along water courses



Street interfaces - fencing / retaining treatments

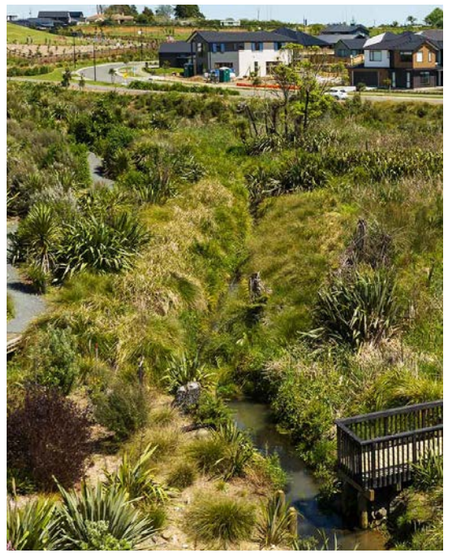


Specific lot and road design that respond to the contours of the site



Flexibility in lot sizes and arrangements to respond to natural environment - consideration of building platforms

2.2 Design Precedents



2.3 Slope Adaptive Housing

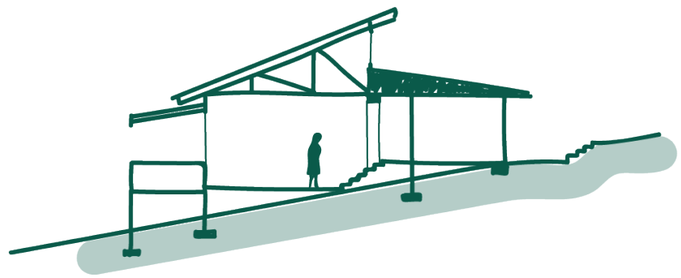
The Site has a large portion of sloping terrain, some of which is heavily vegetated and of ecological significance to the site while other steeply sloping areas function as key overland flow paths and watercourses.

Protection of these areas may require the development of some housing typologies which is adaptive across the site to preserve the ecological features through sympathetic housing.

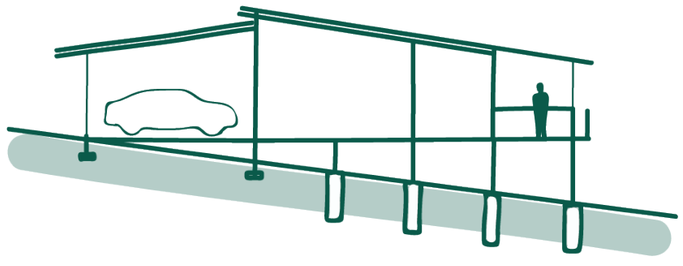
Slope Adaptive Housing could benefit development of the Site in a number of ways, including:

- Ensuring the layout of new development positively responds to the undulating topography
- Minimising disturbance to the natural topography through excessive earthworks and associated retaining structures
- Minimising cut and fill on sloping sites through site responsive house design
- Avoiding impacts from storm water run-off on neighbouring properties, streets and public spaces.

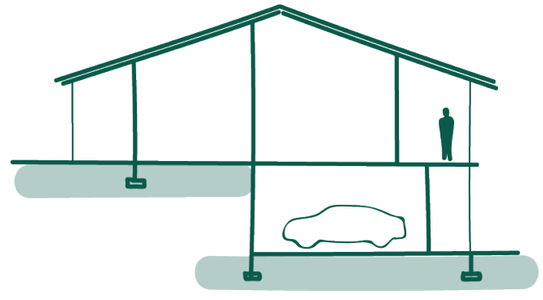
Stepped floor levels -
approximate 10% slope
(north facing slope)



Stepped floor levels -
approximate 15% slope
(south facing slope)



Down slope site -
approximate 20% slope
(driveway from above)



Up slope site -
approximate 20% slope
(driveway from below)

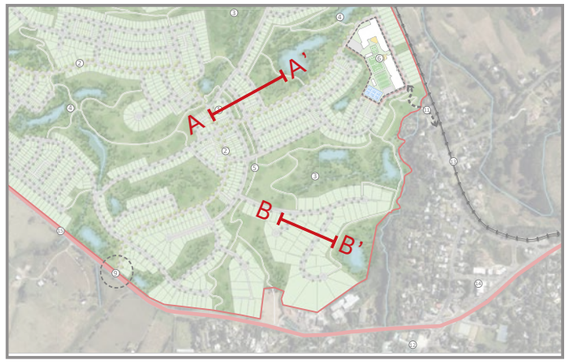
Figure 14 - Illustrative Masterplan

2.4 Illustrative Masterplan

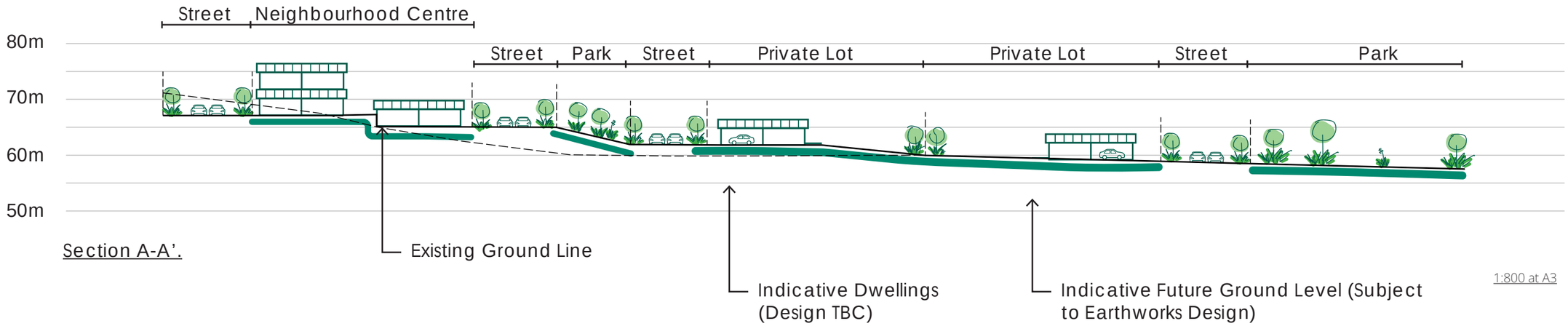
The Illustrative Masterplan presents a vision for urban development of the site. Key landscape and ecological features of the site are maintained whilst facilitating a vareity of residential typologies that respond to the market. Depending on detailed design it is estimated that the site could accommodate between 1,500 and 2,020 new residential dwellings.

Provision has also been made for two potential school sites (subject to further discussion with MoE), a neighbourhood centres and parks, land for business uses, stormwater management, and recreational trails.

2.5 Indicative Cross Sections

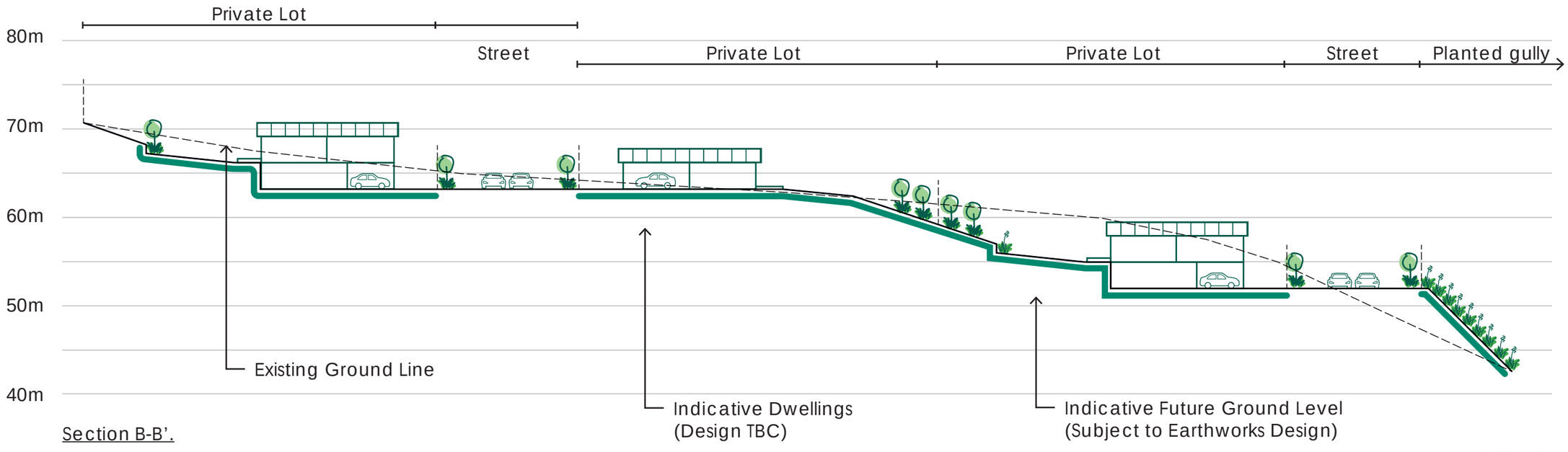


Key Plan (Not to Scale).



Section A-A'.

1:800 at A3



Section B-B'.

1:500 at A3

Figure 15 - Key Connections Plan

2.6 Connectivity

A central "Primary Collector Road" is proposed to run through the spine of the development and provide vehicular connection points to SH16. This route would be designed to support public transport routes to and from the site and provides a link to several key destinations within the site. The Masterplan also provides for two "Secondary Collector Roads" which may accommodate greater levels of vehicle movements and could benefit from segregated cycling provision. In addition to those key roads identified, there are several important off-road pedestrian and cycling connections proposed through the site along riparian corridors and to provide access to the existing Waimauku Village. These routes generally converge in the proposed location of the neighbourhood centre, located centrally within the site.

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