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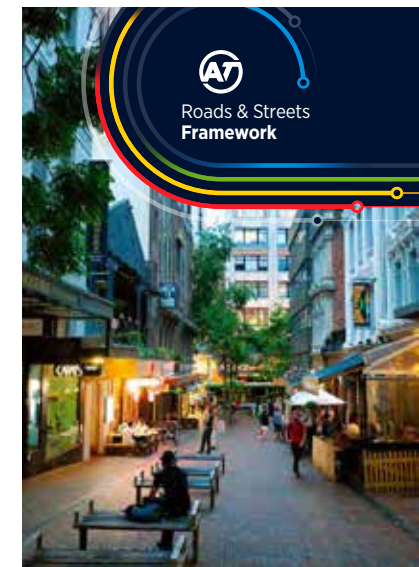
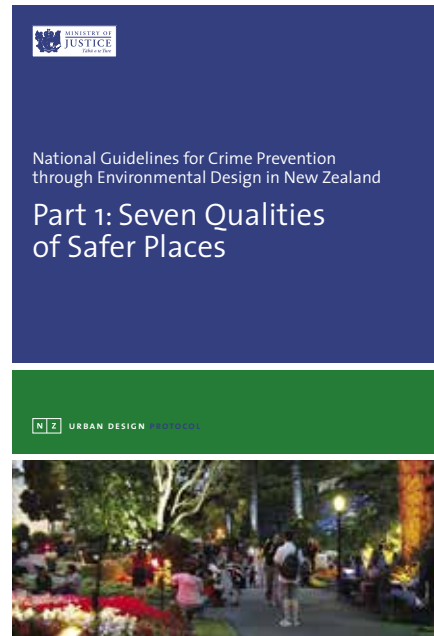
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This Report is prepared for Build Rich Ltd in connection with the proposed development of Stage 3 & 4 East Coast Heights, Silverdale. This report has been organised to follow the recommended format of Auckland Council's Design Statement guidance.

1.0 Introduction & scope

1.1 This report covers the design statement and urban design assessment for the proposed medium density residential development by Build Rich Ltd of Stages 3 and 4 East Coast Heights, Silverdale. This report sets out the design approach and provides a final assessment of the proposal.

1.2 The report has been structured in so far as it is possible to reflect Auckland Council's guidance on preparation of Design Statements.



2.0 Site analysis

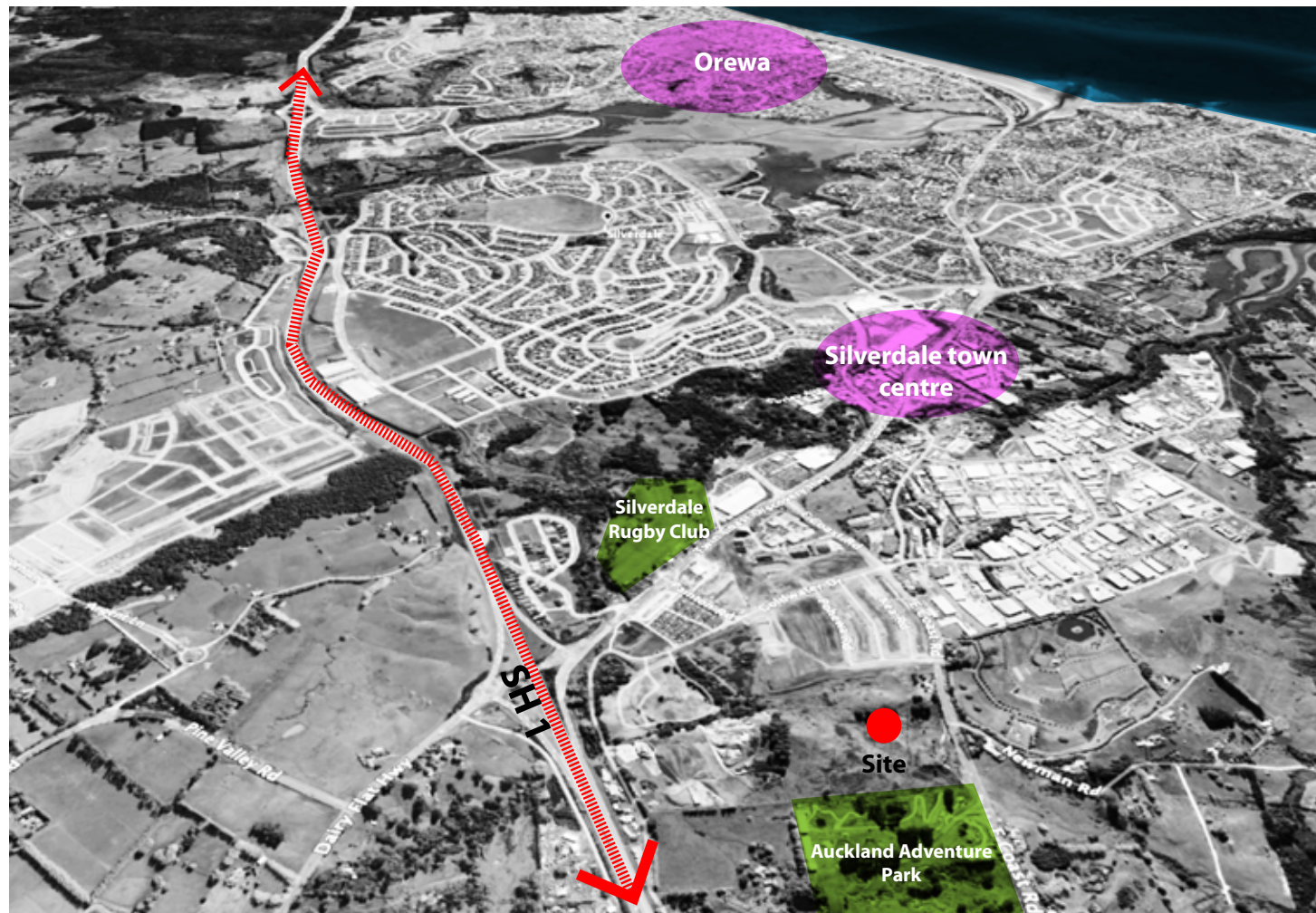
2.1 The site is located 2km from Silverdale town centre and adjacent to the northern bus way transport interchange. The proposal represents stages 3 and 4 of the East Coast Heights residential neighbourhood and adjoins stages 1 and 2 that are completed in part. Bordered by the East Coast Road to the east and ongoing works to develop the Botanic Retirement village to the west the site is steep to moderately sloping and includes incised channels across the site running east west. The site features a small area of wetland to be incorporated into the design on the south boundary. The site has a high degree of visibility from the north and west.

Key characteristics of the site are:-

- The site slopes significantly in an east west direction.
- An area of wetland has been identified to the south boundary
- The site is in close proximity to Silverdale town centre and the northern busway. There are easy connections to the State Highway 1 and the East Coast Road.
- The site has a Mixed Housing Urban zoning and within the Silverdale 3 Sub Precinct B.

Key design considerations are:

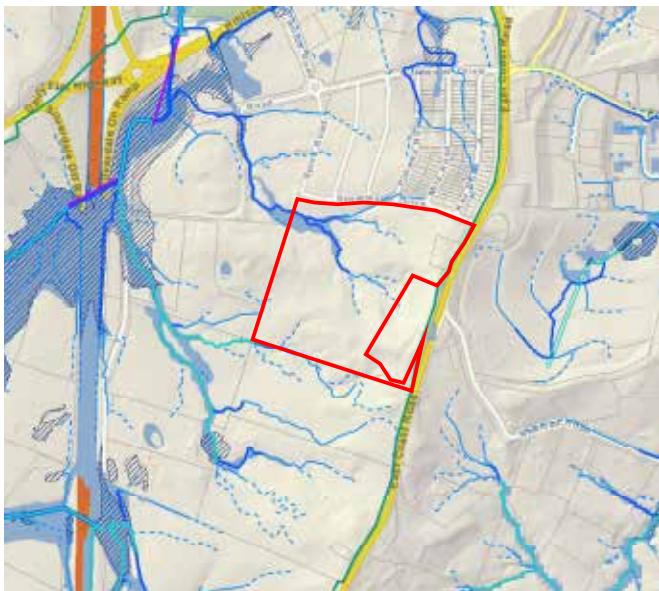
- Maximise development potential in accordance with the zone provisions.
- Orientate living spaces to benefit from sunny aspect albeit also maximise views to the south.
- Effectively manage servicing requirements whilst providing for attractive shared spaces.
- Provide for high quality architecture and landscaping.



3.0 Natural & cultural environment

3.1 The site is located within the neighbourhood of Silverdale and is a part of a new residential community within walking distance of the northern bus way interchange and associated commercial development. Stages 1 and 2 of the East Coast Heights development are nearing completion and the site represents a natural extension to this area in accordance with the underlying zone provisions. The site location relative to the amenities of Silverdale are reasonable but it has excellent connectivity to public transport options and the motorway.

3.2 The site has a significant cross site contour, similar to the already developed area, and a sparse vegetative cover and incised galleys running east west. The site therefore will be subject to extensive land modification to enable development.

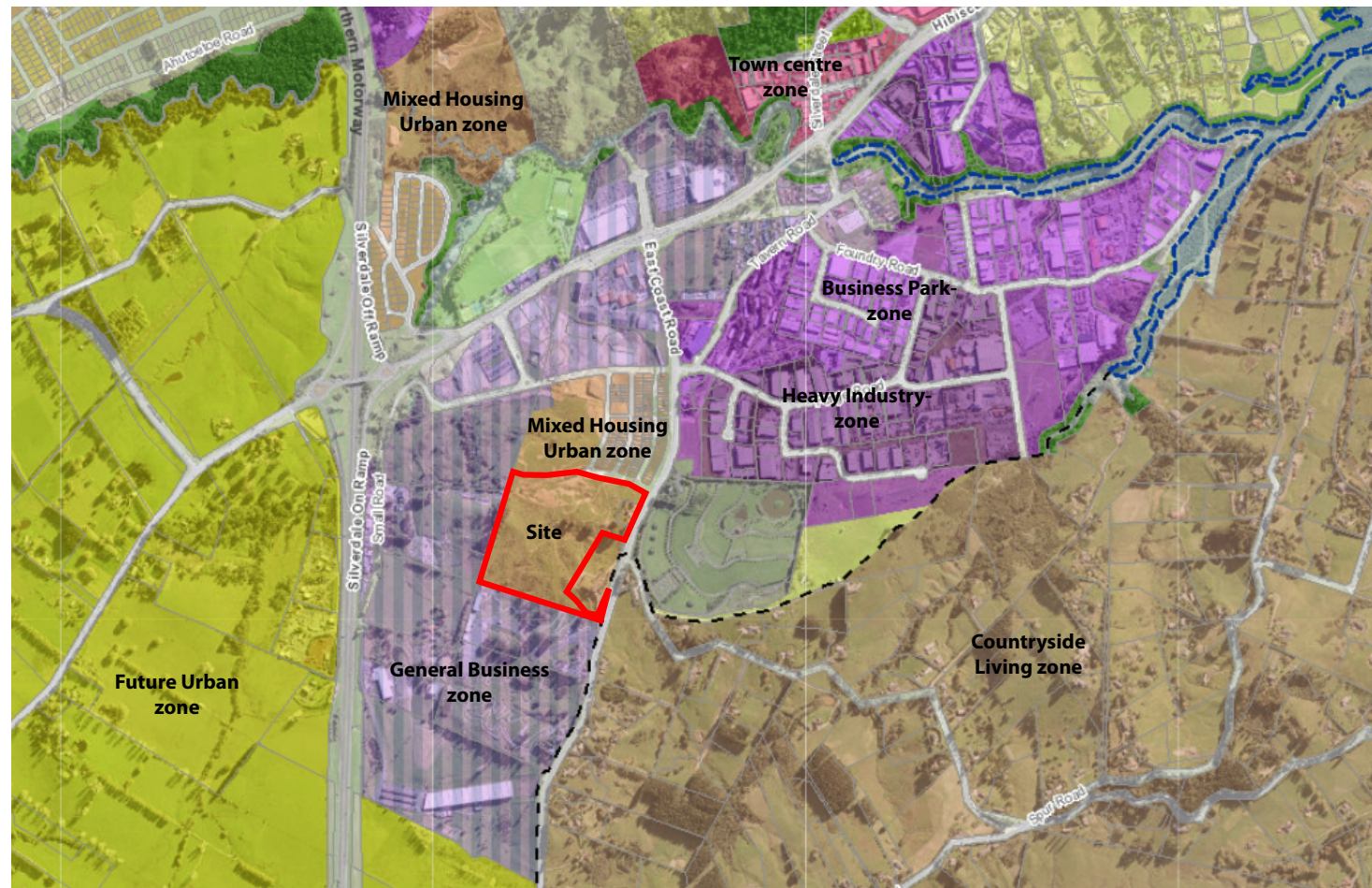


Plan from AC GIS showing overland flow path and flood plain

3.3 The site is not covered by any heritage controls nor affected by scheduled trees but a small wetland area is identified to the south boundary.

3.4 The development pattern of the area is largely an irregular grid with the new residential communities of East Coast Heights, Millwater and Milldale displaying a high degree of connectivity and a street facing building line with gardens arranged on a 'like for like' basis.

Plan below showing land use zoning and proximity of site to local services.



3.5 The roading grid structure of the neighbourhood allows for a good degree of connectivity with bus connections (NX1) available at the northern bus way (400m north) with a travel time of 40 minutes to the Customs Street. Frequency of the service is approximately every 30 minutes.

4.0 Built form character

4.1 The site is a greenfield development opportunity based upon the extension of earlier phases of the development. The proposal advances a street based development outcome of a mix of residential typologies that are complementary to the existing and developing built character. The limited residential development opportunities around the bus station require a medium density solution to support the notion of a sustainable neighbourhood and support the developing commercial services in the area.

4.2 The proposed development is fully focused on the development outcomes of the Mixed Housing Urban zone (MHU) with an emphasis upon detached 'zero lot' medium density housing. The development blocks are arranged to define the public realm whilst also offering high levels of private amenity. The design approach has worked towards minimising areas of non compliance with the AUP standards whilst optimising site use and amenity.

4.3 The proposal creates an attractive and distinctive development that meets a number of core urban design objectives.

These are:

- **Context:** The proposal responds to the natural assets of the site whilst successfully resolving the constraints. The relative visibility of the site and extensive earthworks are mitigated by the mid site 'earth wall' that is widened and planted to become a key landscape element in the overall layout. This feature is further supported by the street planting and private front yard landscaping proposed.

- **Character:** The design approach will offer distinctive high quality architecture complemented by well designed and detailed shared spaces. The public realm incorporates street planting and a good level of engagement between the proposed dwellings and the street. Gardens are located to the rear of the building line where possible taking account of solar orientation.
- **Choice:** The proposal offers a range of living options including attached and detached formats. All units offer good on site amenity and range of 3 to 5 bedrooms.
- **Connections:** The proposal will connect to the existing infrastructure and continue the grid pattern established in the stages 1 and 2.
- **Creativity:** The proposal will maximise the amenity of future residents through the quality of the architectural design and design of the streets and movement network.
- **Custodianship:** The proposal will be of an identifiable visual character and because of the nature of the site promote a sense of identity and neighbourhood character.

Below: Site and typical surrounding development types. Note because of the rapid development progress the areas developed at this time are more extensive than available by aerial photography record.



5.0 Planning context

5.1 The subject site is zoned Mixed Housing Urban and within the Silverdale Sub-Precinct B Key messages in the zone strategy are:

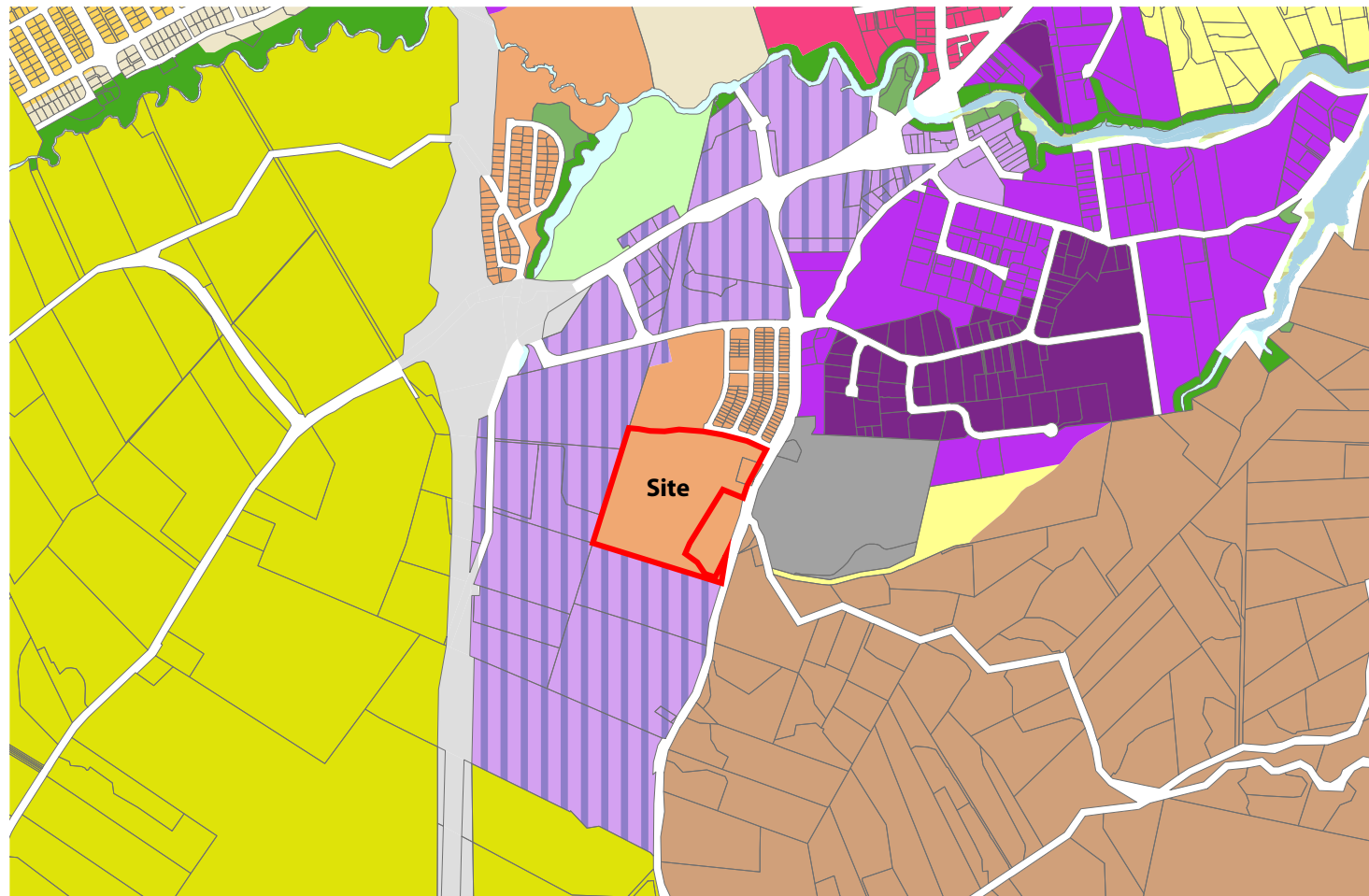
- Achieve the planned suburban built character of the zone;
- Achieve attractive and safe streets and public open spaces;
- Manage the effects of development on adjoining sites, including visual amenity, privacy and access to daylight and sunlight; and
- Achieve high quality on-site living environments.
- Enable a variety of housing types at high densities including integrated residential development such as retirement villages.

5.2 The proposal responds positively to these core requirements constituting a high quality and mixed residential development of zero lot dwellings and townhouses. The proposal demonstrates moderate building massing and incorporates attractive public realm design and high quality landscaping. The proposal also specifically addresses the topographical difficulties of developing the land by the earth wall that will become a strong visual reference for the development overall.

Development standards that will inform design:

- Building Height in relation to boundary.
- Maximum building height.
- Landscape area requirements.
- Outlook.
- Building coverage.
- Vehicle tracking and turning (larger vehicles particularly).

Below: Extract from AUP zoning, site annotated.



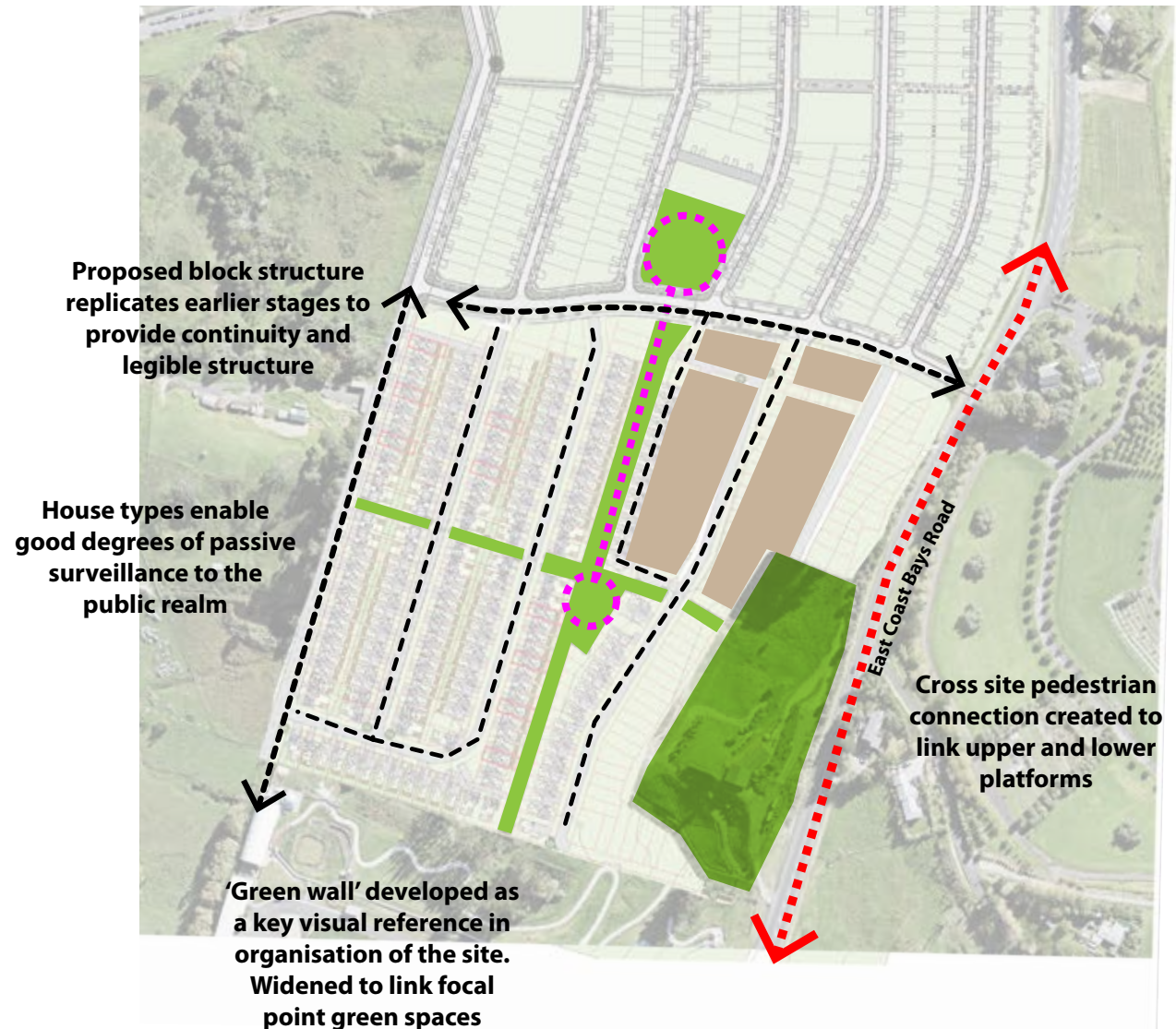
6.0 Opportunities & constraints

6.1 Opportunities are considered to be:

- It is a greenfield site that creates an opportunity for development to complement the earlier phases and that supports placemaking urban design principles.
- Well located for local services and connections to Silverdale local centre, neighbouring Bays centres and beyond Auckland CBD.
- Established surrounding infrastructure (buses, shopping, leisure and other services).
- Gateway location to define the edge of the broader area heading north on East Coast Road or SH1.

6.2 Constraints are considered to be:

- Pronounced cross site contour.
- Managing development around the wetland feature.



7.4 Landscape architecture

- The site retains the structured planting patterns of the stage 1 and 2 street network. A key difference however between the sites is the earth wall that defines the upper and lower platforms and provides for a significant visual character element to the layout. The width and alignment of this element establishes a visual connection to the future reserve on Silverwater Road as well as create a landscape visual break when viewing the site from the west. A varied planting pattern is proposed with larger shrubs and trees (Karaka, Kauri and Cabbage trees) located on the more level sections of the 'spine'.
- The layout relies upon car parking in garages for the greater part with additional parking available on the drive way. The proposed terraced houses facing Silverwater Road are effectively rear loaded for car parking and this maintains a landscaped edge to the street frontage (Corokia and Flowering Cherries). Elsewhere driveways have been grouped to the greatest degree to maintain space for soft landscape treatments and reduce the intensity of vehicle cross overs. Front yard landscaping includes Acer and cherry trees with various mixes of ground cover. Rear yards also feature Acer and flowering cherry. Supplementing this 'private' planting is the street planting to the front berm that includes English Oak and Liquid Amber trees to the front berms.
- The hard surface treatments include exposed aggregate concrete, coloured and broom finished concrete and permeable paving with timber decks for garden areas. These surface treatments offer complementary tones and durable finishes.

- Boundary treatments to the dwellings are a mixture of close boarded and vertical slated timber fences at various heights dependent on privacy requirements and painted with a dark stain. Pool type fencing is specified for retaining wall areas to minimise effects of dominance of garden areas. These treatments are further frequently complemented by soft landscaping.
- Lighting of the routes through the layout is delivered by a combination of standard street lighting and low level bollard lighting. These measures provide for a safe vehicular and pedestrian nighttime environment.

- Bin storage is provided for in the side yard for detached dwellings and within shared landscaped bin stores for the terraced housing.
- Overall the landscape architecture element of the development is one that creates a good standard of amenity within the development and that will successfully mature to provide an attractive residential environment.

Below: Landscape masterplan





SE-AA: SECTION AA



SE-BB: SECTION BB

Above: Section drawings demonstrating proposed landscape treatment of the earth wall

8.0 Urban design assessment

8.1 The following table highlights the issues discussed at pre application stage related to urban design and proposed design response.

Auckland Council Pre Application Design Comments	Design Response
Jerson noted that the drawings do not following the underlying natural form and he would like to see a more organic approach; ie. consideration of a wider street with some curvature rather than its current linear layout.	The option for a more organic grid was considered and discounted in favour of the extension of the block structure consented for stages 1 and 2. It is considered to be a good solution in terms of the extent of land modification required, optimising yield in accordance with the zone provisions and beneficial in terms of overall legibility.
The earth wall relationship to Silverwater Rd & the southern boundary – the earth wall begins at road level and then slopes up towards the middle of the site and then slopes back down to road level at the southern boundary. The next iteration of plans will show this.	The termination of the block structure at Silverwater Road features side of rear gardens to the proposed dwelling depending on the typology. In each case however fence heights are carefully managed and feature soft landscape elements to provide good visual amenity to the public realm.
Pedestrian connectivity - Jerson noted that pedestrian access across the earth wall needs to be future proofed to allow universal access, strollers etc. ASC noted that whilst stairs would be possible, a ramp would prove more difficult because of the constraints of the site topography. This would need to be worked through with Aspire.	The proposal has developed the best response possible given the constraints of the site and significant level changes. The east west route consists of a landscaped connection with foftlandscaping. Neighbouring dwellings are designed to over passive surveillance opportunities to the connection to contribute to the sense of safety for pedestrians.
Continuation of connectivity from the earth wall pedestrian link and East Coast Rd – Jerson emphasised Council's desire to see connectivity from west to east across the blocks and to ECR by future proofing sites for future connections. Michael noted that stage 3 is part of a wider precinct and we must be careful of providing provisions for connectivity of a site which is yet to be developed (ie. lot 2118). Jerson noted that he will consider this further and come back with comments.	A connection point on the alignment of the east/west pedestrian link is incorporated to safeguard access to the neighbouring site.
Southern boundary lots – the designs meet all planning requirements and have been pulled back to create an outdoor buffer between the adjacent business zoned land. Jerson would like the team to consider some northern outdoor area ie. balconies.	The southern boundary features a small wetland that is shared with the adjacent property the lots are designed to incorporate this into the gardens to provide for an extended form of visual amenity.
Activation / passive surveillance to the earth wall open space to be considered by the team and how this can be provided by the adjacent lots.	Adhjaacent dwellings are configured to provide for passive surveillance opportunities.

Auckland Council Pre Application Design Comments	Design Response
Garages – to be recessed by at least 1 metre. ASC to review.	
The presentation has alleviated some of the Council's concern and the Council are not averse to the earth wall however the devil is in the detail. The earth wall is an important feature of the proposal and the level of detail is going to be elevated. Whilst the examples were helpful, they need to be applied specifically to our stage 3 proposal. The project team are to further investigate the following: • Reduce the earth wall gradient. • Consider the landscape strategy. • Make the feature as natural as possible and maximise the amenity along the pedestrian portion of the site. Earth wall gradient - Peter Kensington made a comment about reducing the yield to unlock the solution to provide for a greater width of the batter to reduce the gradient. Michael emphasised that given that this is a MHU zone there is a reasonable expectation around yield on the site. The green wall can be a positive feature and we are in a robust urban environment.	The design of the earth wall has been widened to reflect the alignment of the indicative road. This change has the benefit of widening the earth wall design to provide flatter areas capable of accommodating larger trees. This is beneficial in developing the earth wall identity into being a structural landscape element to the overall plan and therefore visually significant for local and more distant views.

8.2 Context

8.2.1 The proposed development presents an opportunity to develop a greenfield site and provide a natural progression to the development underway for stages 1 and 2. The urban planning of the community is based upon a compact and interconnected block structure enabling high quality public realm interface and good on site amenity. Development patterns and visual character deliver a 'street' based development outcome with dwellings performing an active role in addressing the public realm. The proposal continues this street focused development outcome of stages 1 and 2 by delivering a range of living opportunities that define movement corridors and overlook open spaces.

8.2.2 The site is a continuation of adjacent development but exhibits more significant cross site contour that are managed by the creation of superlot development platforms. The organising 'structural' element to the site planning is the landscaped 'earth wall' that provides a spine for the site. This design element establishes an upper and lower platform with the upper platform meeting the East Coast Road in part (2118 East Coast Road is not a part of the site and accounts for approximately 50% of the East Coast Road frontage). The proposed dwellings at the East Coast Road frontage will be beneath the ridgeline and therefore effectively 'contained' in visual terms.

8.2.3 The south boundary adjoins the Auckland Adventure land and includes in part a wetland that is incorporated within the lots defining the boundary. The west boundary is shared with the ongoing development of the Botanic Retirement Village and future 'Spine Road'.

8.2.4 Whilst faced with significant topographical challenges to the north and west the site remain in close proximity to the local centre that renders walking and cycling a genuine prospect for future residents.

8.2.3 The character of the proposal mirrors that of the broader community with a mix of residential typologies offered and therefore offering a range of price points and styles of living to the market place.



Above: The Botanic retirement village (west of the site) under construction.



Above: Retaining wall transitions in Stage 1 aligned at rear garden boundary.



Above: Typical street view in Stage 1 with similar outcomes anticipated for stages 3 and 4..

8.3 Character

8.3.1 In terms of built character the proposal will be consistent with the broader character of recent development providing a range of detached and terraced housing typologies. The new neighbourhood will fully address the ambitions of the land use zoning and provide additional choice to the marketplace. The design approach delivers a street based typology of linear blocks defining the street edge and overlooking the earth wall at Blocks 5A and 5B. The modest building heights and building massing will sit as a foreground elements to both the earth wall and East Coast Road ridge line and therefore be visually contained by landscape elements.

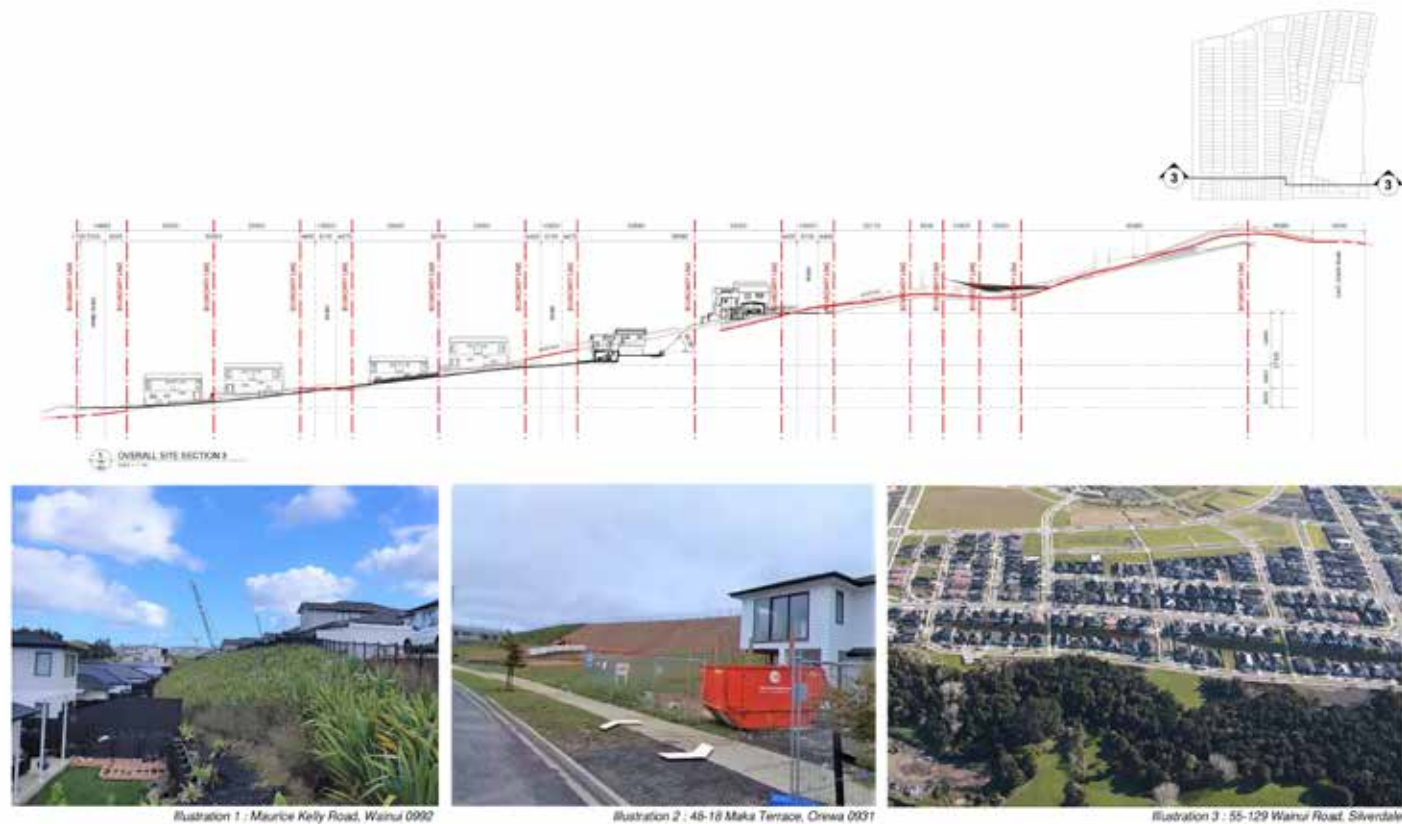
8.3.2 The layout plan is a logical response to the site shape and results in a high quality development. The limitation of block length and largely consistent building line ensure that the streets are addressed by active frontages with habitable rooms frequently positioned to overlook the street.

8.3.3 The proposed dwellings provide a variety of forms with roof lines designed in a number of ways to suit the building mass and facade design. This creates both visual interest from a distance and within the street environment.

8.3.4 In terms of architecture the interrelationships of plan, mass and facade division ensures the buildings retain a human scale and provide attractive street elevations. The architects proposed palette of materials provide for a high degree of visual interest and make a positive contribution to the visual quality of the public realm. The overall impression therefore is one that is varied and interesting without appearing piecemeal and uncoordinated.

8.3.5 Complementing the built character is the landscape character of hard and soft areas. The detail of the boundaries and landscaping treatments complement the architecture and successfully mediate the space between the public and private realm. This is particularly important as the arrangement of car parking does create numerous vehicle crossovers but the landscape design has successfully managed this by street and yard planting to produce an attractive overall outcome to the public realm.

Below: Long elevations demonstrating the varied street character achieved by the proposed typologies.



8.4 Choice

8.4.1 The proposal is significant to the area by providing a broad range of residential types. A choice of 3-5 bedroomed units are offered together with garage or surface car parking. The extent of choice therefore in the proposal is positive in town planning terms in allowing for a full range of living opportunities and varied community profile.

8.4.2 Irrespective of the size of the dwellings each offers a good standard of accommodation and amenity. Outdoor spaces are provided for as decks and or traditional gardens.



Right: Examples of building typologies providing for a range of living opportunities and market price points.

8.5 Connections

8.5.1 The proposal is well located being just 400m from northern bus way and associated commercial development and part of an established urban infrastructure. The site can connect to nearby services via established footpaths and roads and offers the ability to connect easily to strategic public transport routes. Pedestrian access is well considered and attractively defined by hardscape detailing and soft landscape enhancement.

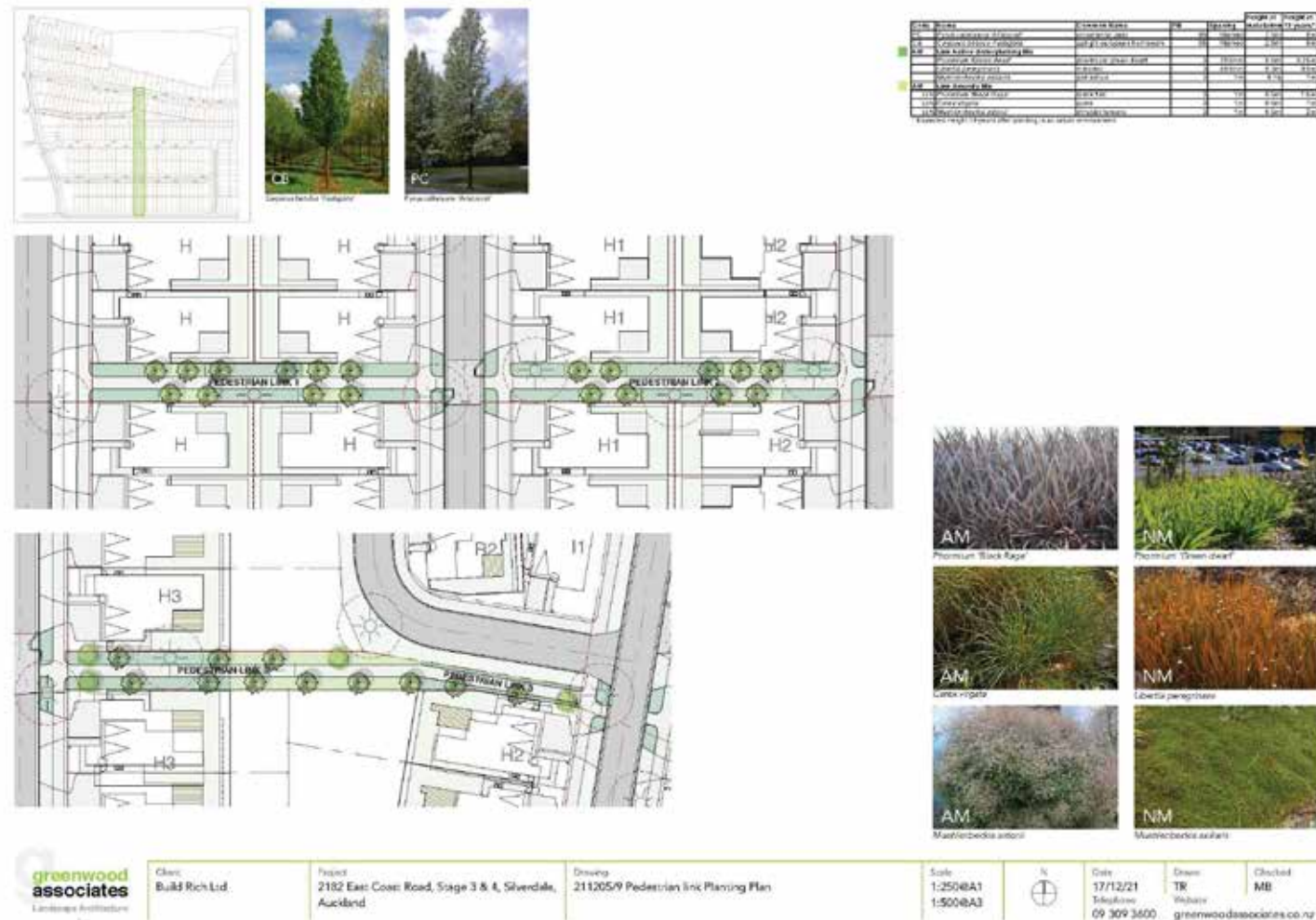
8.5.2 The proposed roading framework advances a 15m road width standard throughout with continuous footpath connectivity. Berm planting that is complemented by private front yard planting establish an attractive framework for the streets and will be influential to the perception of building massing in longer views.

8.5.3 The proposed block structure connects directly with the block structure consented for stages 1 and 2 and therefore supports the delivery of a legible movement framework.

8.5.4 Pedestrian only connections are provided mid site with an east west route connecting the upper and lower platforms. This route is a minimum of 6m wide, illuminated and overlooked by adjacent properties to offer a sense of security. This strategic connection is safeguarded for the future development of 2118 East Coast Road at which time a continuous connection to East Coast Road may be realised.

8.5.5 The proposal provides for a private waste collection strategy. This requires a combination of shared bin store locations for the terraced houses and individual bins for the zero lot dwelling. In both cases the locations are carefully chosen to provide for convenient use but not compromise the visual amenity of the public realm. To achieve this the design of the enclosures is carefully considered and associated hard and soft landscape treatments in place to disguise them.

Below: East west pedestrian linkage has variable width, is landscaped and overlooked by adjacent properties.



8.6 Creativity

8.6.1 The proposal represents a step forward in line with the zone expectations in providing an excellent standard of medium density residential development. The arrangement of street defining buildings provides for attractive streets with a legible movement framework and choice.

8.6.2 The 'earth wall' and associated landscape treatments demonstrates the major innovative element in the layout. Whilst serving a practical demand of modifying the existing landform the 'earth wall' is designed to represent a strong landscape element that will add amenity to the development and also serve as a broader visual reference in longer distance views. Whilst not entirely unusual (there are other examples in recently consented developments at Millwater) the scale of the works and associated landscaping, including larger trees for the flatter areas, render the design special and character element to the overall layout design.

8.6.3 Both the architectural and landscape elements are complementary and together provide a high quality solution. The overall masterplan and landscape treatments to boundary and other spaces ensure that the buildings respond imaginatively and sympathetically to its context.



Right: Earth wall junction with Silverwater Drive

asc architects

2182 EAST COAST ROAD, SILVERDALE | STAGE 3 & 4

PERSPECTIVE 7 - BLK 3 & 5 GREEN SPINE (SILVERWATER ROAD)

RESOURCE CONSENT

Project No.: 31903
Scale: 1/200
Date: 18/12/21
Revision:

RAS106



RESOURCE CONSENT

asc architects

2182 EAST COAST ROAD, SILVERDALE | STAGE 3 & 4

PERSPECTIVE 10 - BLK 3A PEDESTRIAN LINK 3 (ROAD 3)

Project No. :	21902
Scale:	@ A1
Date:	12/17/21
Revision:	

RA3209

Above: Render illustrating east west pedestrian link and street view.

9.0 Conclusion

9.1 The proposal represents an opportunity to develop a site to a high standard. In terms of urban design the proposal should be supported because:

- The architecture is good quality, varied and maintains a human scale.
- The proposal will result in the supply of additional housing choice in a location and form that supports sustainable development principles.
- The physical effects of development are well managed and largely contained to within the site.
- The semi public and public interface spaces are well considered and include varied soft landscape and durable quality hard finish materials.
- The pedestrian is well considered with attention paid to ensuring good degrees of accessibility.
- Adverse urban design effects have been avoided, remedied or mitigated through the design decisions made; and
- Positive urban design effects will result, anchored around the design quality of the proposal and its positive relationship to the public realm.

9.2 It is my opinion that there is no reason why consent should be withheld from an urban design perspective.

JG Evans MRTPI, IHBC
December 2021



RESOURCE CONSENT

asc architects

2182 EAST COAST ROAD, SILVERDALE | STAGE 3 & 4

PERSPECTIVE 5 - BLK 2 PEDESTRIAN LINK 2 (ROAD 3)

Project No. :	21902
Scale:	@ A1
Date:	12/17/21
Revision:	

RA3204

APPENDIX 1

Appendix 1

Urban design assessment table against objectives, policies and performance standards of the AUP (matters related to Urban Design)

Objective/Policy/Standard	Text	Comment	<minor/minor/>minor effect
MHU Zone Objective 1	Land near the Business – Metropolitan Centre Zone and the Business – Town Centre Zone, high-density residential areas and close to the public transport network is efficiently used for higher density residential living and to provide urban living that increases housing capacity and choice and access to public transport.	The proposal introduces a medium density residential development. This is anticipated by the AUP and the solution is well designed and context appropriate.	Meets objective
MHU Zone Objective 2	Development is in keeping with the neighbourhood's planned urban built character of predominantly three-story buildings, in a variety of forms and surrounded by open space.	The proposal is a traditional residential development of a scale and intensity appropriate to the zone and location. The high standard of external appearance is complemented by good standards of amenity for residents and where public spaces have been designed to offer similar high amenity.	Meets objective
MHU Zone Objective 3	Development provides quality on-site residential amenity for residents and adjoining sites and the street.	The proposal is planned to offer a positive and visually pleasing relationship to the street. Parking is effectively handled from a movement perspective and effectively mitigated in terms of visual effects by location and associated soft landscape measures.	Meets objective
MHU Zone Objective 4	Non-residential activities provide for the community's social, economic and cultural well-being, while being compatible with the scale and intensity of development anticipated by the zone so as to contribute to the amenity of the neighbourhood.	The proposal is for residential use only.	N/A

Objective/Policy/Standard	Text	Comment	<minor/minor/>minor effect
MHU Zone Policy 1	Enable a variety of housing types at higher densities, including low-rise apartments and integrated residential development such as retirement villages.	The proposal is a medium density residential proposal offering 3-5 bedroom units for families and first time buyers/downsizers. The proposal is designed in a fully integrated manner to offer a high quality solution.	Meets policy
MHU Zone Policy 2	Require the height, bulk, form and appearance of development and the provision of sufficient setbacks and landscaped areas to achieve an urban built character of predominantly three storeys, in a variety of forms.	The proposal offers two storey 'zero lot' detached units and townhouses and comply with the indicated height requirements for the zone. The overall massing of the buildings is consistent with the envisaged zone outcomes.	Meets policy
MHU Zone Policy 3	3) Encourage development to achieve attractive and safe streets and public open spaces including by: (a) providing for passive surveillance (b) optimising front yard landscaping (c) minimising visual dominance of garage doors.	The proposal provides for a good quality residential street network featuring street trees and front yard planting to create an attractive residential setting. Garages are positioned and detailed to be regressive elements to the facade design with driveways grouped where possible to minimise the frequency of vehicle crossovers.	Meets policy

Objective/Policy/Standard	Text	Comment	<minor/minor/>minor effect
MHU Zone Policy 4	(4) Require the height, bulk and location of development to maintain a reasonable standard of sunlight access and privacy and to minimise visual dominance effects to adjoining sites.	The proposal is designed to ensure the proposal relates positively to adjacent sites and contributes to a high quality environment. Rooms have appropriate glazing and are of a size common to the typologies represented.	Meets policy
MHU Zone Policy 5	(5) Require accommodation to be designed to: (a) provide privacy and outlook; and (b) be functional, have access to daylight and sunlight, and provide the amenities necessary to meet the day-to-day needs of residents.	The proposal is designed to comply with all amenity rules in the AUP and therefore offers a good standard of development.	Meets policy
MHU Zone Policy 6	6) Encourage accommodation to have usable and accessible outdoor living space.	Each of the townhouses has private outdoor spaces in the form of gardens that are favourably orientated to offer sunny outdoor living opportunities. The majority of these gardens are located to the rear of the building line to create more private areas.	Meets policy
MHU Zone Policy 7	(7) Restrict the maximum impervious area on a site in order to manage the amount of stormwater runoff generated by a development and ensure that adverse effects on water quality, quantity and amenity values are avoided or mitigated.	The site has an impervious site coverage of 52.6% and therefore within the envisaged maximum for the zone.	Meets policy

Objective/Policy/Standard	Text	Comment	<minor/minor/>minor effect
MHU Zone Policy 8	(8) Provide for non-residential activities that: (a) support the social and economic well-being of the community; (b) are in keeping with the with the scale and intensity of development anticipated within the zone; (c) avoid, remedy or mitigate adverse effects on residential amenity; and (d) will not detract from the vitality of the Business – City Centre Zone, Business – Metro Centre Zone and Business – Town Centre Zone.	The proposal is for residential use only.	Meets policy
MHU Zone Policy 9	(9) Enable more efficient use of larger sites by providing for integrated residential development.	The proposal is a residential development but not a retirement village format.	N/A
MHU Zone H5.6.4 Building Height	(1) Buildings must not exceed 11m in height, except that 50 per cent of a building's roof in elevation, measured vertically from the junction between wall and roof, may exceed this height by 1m, where the entire roof slopes 15 degrees or more, as shown in Figure H5.6.4.1	The proposal presents a two storey building solution with various pitched roof forms. The layout respects the relationship to nearby and emerging neighbouring development and complies with the standard relating to maximum height.	<minor

Objective/Policy/Standard	Text	Comment	<minor/minor/>minor effect
MHU Zone H5.6.5 HIRB	Purpose: to manage the height and bulk of buildings at boundaries to maintain a reasonable level of sunlight access and minimise adverse visual dominance effects to immediate neighbours. (1) Buildings must not project beyond a 45 degree recession plane measured from a point 3m vertically above ground level along side and rear boundaries, as shown in Figure H5.6.5.1 Height in relation to boundary below. ((2) Standard H5.6.5(1) above does not apply to a boundary adjoining any of the following: (a) a Business – City Centre Zone; Business – Metropolitan Centre Zone; Business – Town Centre Zone; Business – Local Centre Zone; Business – Neighbourhood Centre Zone; Business – Mixed Use Zone; Business – General Business Zone; Business – Business Park Zone; Business – Light Industry Zone and Business – Heavy Industry Zone; or	The proposed layout displays no infringements to the HIRB standards.	<minor

Objective/Policy/Standard	Text	Comment	<minor/minor/>minor effect
MHU Zone H5.6. Maximum Impervious Area	(1) The maximum impervious area must not exceed 60 per cent of site area. (2) The maximum impervious area within a riparian yard, a lakeside yard or a coastal protection yard must not exceed 10 per cent of the riparian yard, the lakeside yard or the coastal protection yard area.	The overall impervious area is calculated at 52.6% and so complies with the standard.	<minor
MHU Zone H5.6.10 Building Coverage	(1) The maximum building coverage must not exceed 45 per cent of the net site area.	The proposal has been calculated at 43% building coverage. The quality of the layout, visual character and quality of landscaping and specification successfully meet the purposes of the zone without generating adverse effects.	<minor
MHU Zone H5.6.11 Landscaping	(1) The minimum landscaped area must be at least 35 per cent of the net site area. (2) At least 50 per cent of the area of the front yard must comprise landscaped area.	The proposed landscape coverage is 35% and therefore consistent with the anticipated outcomes for the zone.	<minor

Objective/Policy/Standard	Text	Comment	<minor/minor/>minor effect
MHU Zone H5.6.12 Outlook Space	(1) An outlook space must be provided from the face of a building containing windows to a habitable room. Where the room has two or more external faces with windows the outlook space must be provided from the face with the largest area of glazing. (2) The minimum dimensions for a required outlook space are as follows: (a) a principal living room of a dwelling or main living and dining area within a boarding house or supported residential care must have a outlook space with a minimum dimension of 6m in depth and 4m in width; and (b) a principal bedroom of a dwelling or a bedroom within a boarding house or supported residential care unit must have an outlook space with a minimum dimension of 3m in depth and 3m in width; and (c) all other habitable rooms must have an outlook space with a minimum dimension of 1m in depth and 1m in width.	The proposal demonstrates no outlook infringements. Outlook for the greater part of the development is to the ggardens with certain locations inthe plan enabling outlook to the pedestrian cross site connection. this therefore supposrt the notion of passive surveillance.	<minor

Objective/Policy/Standard	Text	Comment	<minor/minor/>minor effect
MHU Zone H5.6.13 Daylight	1) Where the proposed building and/or opposite building contains principal living room or bedroom windows in a dwelling, or main living/dining area or bedroom windows in supported residential care and boarding houses. That part of a building higher than 3m opposite buildings within the same site is limited in height to twice the horizontal distance between the two buildings for a length defined by a 55 degree arc from the centre of the window (refer to Table H4.6.12.1 Maximum height of the part of a building within a site facing a principal living room or bedroom window within the same site; Figure H4.6.12.1 Required setbacks for daylight and Figure H4.6.12.2 Required setbacks for daylight below). The arc may be swung to within 35 degrees of the plane of the wall containing the window as shown in Figure H4.6.12.2 Required setbacks for daylight below.	The proposal is designed to comply with this requirement to ensure that good levels of daylighting are achieved to all units.	<minor

Objective/Policy/Standard	Text	Comment	<minor/minor/>minor effect
MHU Zone H5.6.14 Outdoor Living Space	(1) A dwelling, supported residential care or boarding house at ground floor level, must have an outdoor living space that is at least 20m² that comprises ground floor and/or balcony/roof terrace space that: (a) where located at ground level has no dimension less than 4m and has a gradient not exceeding 1 in 20; and/or (b) where provided in the form of balcony, patio or roof terrace is at least 5m² and has a minimum dimension of 1.8m; and (c) is accessible from the dwelling, supported residential care unit or boarding house; and (d) is free of buildings, parking spaces, servicing and manoeuvring areas.	There are no infringements to the outdoor living standards. All units feature traditional gardens that are for the most part located behind the building line.	<minor

Objective/Policy/Standard	Text	Comment	<minor/minor/>minor effect
MHU Zone H5.6.15 Front Side rear Walls/ Fences	Fences or walls or a combination of these structures (whether separate or joined together) must not exceed the height specified below, measured from the ground level at the boundary: (a) Within the front yard, either: (i) 1.2m in height, or (ii) 1.8m in height for no more than 50 per cent of the site frontage and 1.2m for the remainder, or (iii) 1.8m in height if the fence is at least 50 per cent visually open. (b) Within the side and rear yards: 2m.	The proposal is designed to offer a positive relationship the street scene and achieve privacy elsewhere. The proposal complies with the requirements of the standard.	<minor
MHU Zone H5.6.16 Minimum Dwelling Size	1. Dwellings must have a minimum net internal floor area as follows: a. 40m2 for studio dwellings b. 45m2 for one bedroom dwellings.	Proposed dwellings are 3-5 bedroom dwellings with GFA's above the minimum standard. This exceeds the minimum standards for the zone.	<minor
I537.2. Objectives	(1) The Silverdale 3 Precinct is developed in a comprehensive and integrated way to provide a high quality urban environment on the southern side of the Hibiscus Coast Highway contributing to a strong sense of arrival at Silverdale.	The proposal builds upon and enhances previous residential consents to provide additional housing to the area. The additional houses will be in close proximity to the busway and so support sustainable transport options as well as the developing commercial businesses in the area.	meets objective

Objective/Policy/Standard	Text	Comment	<minor/minor/>minor effect
I537.2. Objectives	(2) A high quality built form and vegetated landscape is created.	The proposal offers a range of residential hous types and sizes to cater for a mix of future purchasers. The block structure of the layout allows for a a good degree of street planting with priavte planting within the front yards further supplementing the soft landscape outcomes. The proposed earth wall will be planted and be a strong visual element to the proposed layout and support the notion of vegetated landscpce outcomes.	meets objective
I537.2. Objectives	(3) A range of activities are enabled, but limited to those business and residential land uses that do not generate significant adverse effects on the road network and support the Hibiscus Coast Bus Station.	The proposal is for residential use only but fits with the overall zoning patterns and planned outcomes for the neighbourhood.	meets objective
I537.2. Objectives	(4) Access to the precinct occurs in a safe, effective and efficient manner that manages the operation of State Highway 1, and the surrounding arterial road network, taking account of the traffic generation likely to arise from the Silverdale North, Silverdale South and other related development catchments.	The proposal is designed to provide direct connection to the existing and developing block structure and roading pattern.	meets objective
I537.2. Objectives	(5) The development and operation of walking and cycling networks within the precinct that connect in an effective, efficient and safe manner to the existing or proposed public transport network and other key destinations, particularly those adjacent to the precinct.	The proposal continues the block structure established by stages 1 and 2. The block structure ensures good levels of legibility and route choice for residents and visitors. The proposal includes continuous footpath connections.	meets objective

Objective/Policy/Standard	Text	Comment	<minor/minor/>minor effect
I537.3. Policies	(1) Restrict development ahead of the specific improvements required to be made to the arterial road network and connections to East Coast Road to ensure that development does not create unacceptable adverse effects on the arterial road network.	To be determined by traffic specialist.	no comment
I537.3. Policies	(2) Provide for a mix of land use activities that support the Hibiscus Coast Bus Station, while the operation of this station should enable a greater proportion of the land within the precinct to be developed by providing access to high quality public transport and reducing vehicle trip rates.	The proposal builds upon the residential density existing and consented for stages 1 and 2. Proximity to the busway and establishing a suitable level of density is advantageous in supporting the busway 'TOD' concept and establishing commercial enterprise.	meets policy
I537.3. Policies	(3) Achieve a quality gateway experience through the establishment of sensitively designed prominent buildings located within a vegetated framework.	The proposal does not feature any prominent buildings but continues the townscape outcomes established by the stages 1 and 2. The proposed earth wall will be a significant landscape element to the development with the finer grain of berm and front yard planting contributing to the overall landscape outcomes in time.	meets policy
I537.3. Policies	(4) Emphasise the underlying natural landform when undertaking development by recognising and reinforcing, as far as practicable, the integrity of the East Coast Road ridgeline, natural watercourses, views and access to sunlight.	The site is complex topographically and requires extensive modeling to effect building platforms. The design approach is to replicate the block structure of the earlier stages and thereby achieve a stepped or terraced block structure with planted roads and earth wall assisting with breaking down the visual mass of the buildings. A wetland feature is protected on site and proposed dwellings will not interrupt the ridgeline with East Coast Road.	meets policy

Objective/Policy/Standard	Text	Comment	<minor/minor/>minor effect
I537.3. Policies	(5) Create a planted interface with tall trees along the western edge of the precinct adjacent to State Highway 1 (the motorway) providing filtered views to assist in integrating the development into the wider landscape when viewed from the motorway and to complement the high quality built form.	The proposal does not border the SH	N/A
I537.3. Policies	(6) Design the location, scale, materials and colours of buildings, structures and signs to achieve the high quality visual and landscape outcomes sought for the precinct.	The proposal offers a range of different building types and styles of architecture to ensure a sense of individuality and visual interest throughout. The overall massing of buildings is controlled to ensure compliance with the performance standards.	meets policy
I537.3. Policies	(7) Ensure vehicle access to the precinct occurs from a limited number of defined access points on East Coast Road and the Hibiscus Coast Highway.	The proposal offers no additional connections to East Coast Road and connects to the grid structure established by the phase 1 and 2 development that is underway.	meets policy
I537.3. Policies	(8) Provide a low speed high amenity transport network within the precinct with sufficient room for street trees and for pedestrian and cycle movement.	The proposal adopts a 15m wide road including planted berms and footpath connections throughout. The grid structure of the layout allows for good legibility and movement choice.	meets policy

Objective/Policy/Standard	Text	Comment	<minor/minor/>minor effect
I537.3. Policies	(9) Limit retail activity in the Sub-precinct A and Sub-precinct C so as to not adversely affect the viability of the Silverdale Town Centre, and to assist in managing traffic effects on the external roading network.	The proposal is for residential use only.	N/A
I537.3. Policies	(10) Enable a Work/Live area to provide opportunities for business and residential activities to co-locate where the residential activities are accessory to work/business activity.	The proposal is for residential use only.	N/A

