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Landscape Assessment Report

Proposed Residential Community
Ashbourne Development
Station Road
Matamata 3472

Document Quality Assurance

Proposed Residential Community, Ashbourne Development, Station Road, Matamata– Landscape Assessment Report Greenwood Associates Landscape Architecture Ltd Report prepared by Greenwood Associates Landscape Architecture Ltd for Unity Developments		
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Use and Reliance
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Author Qualifications
My full name is Christopher Philip Campbell, I hold a Bachelors of Landscape Architecture from Lincoln University and currently hold the position of Senior Associate - Landscape Architect at Greenwood Associates. I have been practicing landscape architecture for eighteen (18) years and the last five (5) years of which, I have been practicing in New Zealand. Prior to this I was practicing in the middle east. I have been a registered member of the New Zealand Institute of Landscape Architects (NZILA) since December 2023. I have been preparing landscape assessment reports since February 2020, during this time I have prepared approximately seventy (70) landscape and visual assessment reports across both urban and rural environments.

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1. Introduction

The proposal

1.1. Unity developments (**the Applicant**) is seeking to establish a residential community on an approximate 42.1ha portion of the 111.7ha block of land that they own that will also contain, a solar farm (referred to in accompanying documentation as the 'southern solar farm'), retirement village and a series of walking tracks centred around a vegetated stormwater corridor (referred to in accompanying documentation as the 'greenway').

1.2. The proposal contains two options, referred to as 'Option A' and 'Option B'.

1.3. Option A contains a commercial centre at Lot 1002 (7669m^2) at the approximate centre of the proposed residential community, this centre is proposed to contain a childcare centre, café, superette and nine (9) smaller commercial units (100m^2 each) spread across four (4) blocks and associated car parking.

1.4. Option B does not contain a commercial centre, with Lot 1002 instead converted into eighteen (18) residential lots.

1.5. The application is for the sub-division of the aforementioned 111.7ha block of land into 518 residential lots, supporting commercial area and associated roads (Option A) or 536 residential lots and associated roads (Option B).

1.6. No dwellings form part of this application, however a masterplan has been produced with built-form in place alongside a series of design guidelines to 'test' the masterplan and provide a general 'look and feel' of what the community will look like when fully developed.

The subject site

1.7. The proposed residential community sits across six parcels of land within the wider site, these parcels of land are identified as;

- LOT 3 DPS 14363,
- LOT 204 DP 53595
- LOT 5 DP 384886
- LOT 4 DP 384886
- LOT 3 DP 404835
- LOT 1 DPS 65481

1.8. The layout / positioning of the proposed residential community relative to the rest of the proposed development is outlined below in Figure 1.

Figure 1: Location Plan showing proposed retirement village in context of current environment and wider Ashbourne development[1]

1.9. The proposed residential community is bordered to its north by Station Road, to its east by an established and developing rural-residential (referred to as 'Eldonwood') and residential (suburban) communities, to its west by the wider site (specifically a proposed retirement village and proposed solar farm ('southern solar farm') and a developing rural-residential sub-division ('Highgrove Estate') and to the south by farmland /rural lifestyle properties (72A and 72B Hinuera Road).

1.10. The proposed residential community will be accessed from the north by Chestnut Lane (via Station Road) and within its eastern quadrant from an extended Peakedale Drive.

Planning context

1.11. The proposed residential community sits across both the 'Rural Residential Zone' and 'Rural Residential 2 Zone' of the Matamata-Piako District Plan (MPDP).

1.12. The developing rural-residential community to the west ('Highgrove Estate' is

[1] Source: Greenwood Associates – 'Resource Consent Landscape Package for Unity Development', drawing 2148/02 – Project Scope Plan – dated 28/05/25

zoned ‘Rural Residential 2 Zone’ and the established rural-residential community to the east (centered around Eldonwood Drive) is zoned ‘Rural Residential Zone’. The other residential communities to the east are zoned ‘Residential Zone’ under the MPDP.

Scope of assessment

1.13. Provisions in the MPDP relevant to this assessment relate to visual impacts in terms of layout, character of the zone, and wider amenity values. Alignment with these provisions is covered through an assessment of the proposed development in context with relevant ‘issues’ and ‘policies.

1.14. This report will provide an overview of the existing environment, a description of the change proposed, and identify how such change will affect the physical landscape, landscape character and/or visual amenity values of the site and surrounding area. This assessment is based on the current receiving environment. Although this report contains references to various planning provisions it is not intended to be a planning assessment.

1.15. This report should be read in conjunction with the project architectural, civil engineering and landscape architectural drawings and the proposed design guidelines for the residential community.

1.16. Four visual simulations have been prepared for the proposed residential community by Greenwood Associates from neighbouring properties of the proposed residential community and will be utilised as a reference when assessing the level of potential landscape effects.

2. Methodology

2.1. This assessment of landscape and visual amenity effects has been undertaken with reference to the Te Tangi A Te Manu Aotearoa New Zealand Landscape Assessment Guidelines[2] ('The Guidelines').

2.2. The significance of effects identified within this assessment are based upon a seven-point scale ranging from very low; low; low-moderate; moderate; moderate-high; high; very high; ratings.

2.3. As per section 6.21 of the Guidelines the following ranking scale will be used for the assessment of landscape effects (both physical and visual).

Table 1: Seven-Point Rating Scale

VERY LOW	LOW	LOW-MOD	MODERATE	MOD-HIGH	HIGH	VERY HIGH
LOW			MODERATE		HIGH	

[2] Te Tangi A Te Manu – Aotearoa New Zealand landscape Assessment Guidelines – Published July 2022

2.4. As per section 6.22 of the Guidelines no descriptor of these ratings (i.e. of what low means) is given in this report based on the summation of the following Environment Court's "Matakana Island" decision (*Western Bay of Plenty District Council v Bay of Plenty Regional Council* [2019] NZEnvC 110) at [25] (note ***emphasis*** added):

> *"We think that [people] are likely to be able to understand qualitative assessment of low, medium and high, and combinations or qualifications of those terms without the need for explanation. We do not consider ratings of that kind to constitute a fully systematic evaluation system in a field as complex as landscape: in this context, the system* ***depends far more on the substantive content of the assessment****, especially the identification of attributes and* ***values****, than on the fairly basic relativities of low-medium-high…"*

2.5. However, to provide some context, Table 2 below, and the subsequent paragraph (sourced from section 6.37 of the Guidelines) aligns the seven-point rating scale in Table 1 above against the 'less than minor' to 'significant' ratings scale typically used when assessing effects under the Resource Management Act 1991 ("RMA").

Table 2: Seven-Point Guideline Rating Scale Measured Against the RMA Rating Scale

> *"Effects are identified by establishing and describing the prevailing landscape character by identifying the landscape values of the site and the perception of the site within the wider landscape, (reference may be made in this regard to existing statutory documents and previous landscape assessments undertaken by others) and assessing the effects of the proposal in either enhancing or degenerating from these values. These effects will be measured using the seven-point rating scale given above in Table 1 and Table 2"*[3]

2.6. This landscape assessment follows section 10 of the Guidelines.

2.7. In this case, prior to conducting the assessment, a desktop study was completed which included a review of the relevant information relating to the landscape and visual amenity aspects of the proposal. This information included:

- Architectural plans and elevations
- Civil engineering plans and elevations
- Landscape architectural plans and elevations
- Matamata-Piako District Plan (MPDP) including relevant planning maps

[3] Section 6.7 - Te Tangi A Te Manu – Aotearoa New Zealand landscape Assessment Guidelines – Published July 2022

- Aerial photography
- Ground contours

2.8. Site visits were undertaken on the 24th of June 2024, the 8th of November 2024 and 21st May 2024 in order to further understand the site and the surrounding context. The site visits focused on the potential physical impact the proposal would have on the landscape, what changes there would be to the landscape character of the site and surrounding area and the identification of viewing audiences to inform potential visual (landscape and amenity) effects.

2.9. Eight (8) viewpoints within the public realm, comprising seventeen (17) individual photographs were selected from sixty (60) photographs taken during the site visit. These views were selected from locations within the wider landscape where it was considered conceivable, based on site observations, that the proposal would be visible (refer appendix 1 for viewpoints map).

3. Existing Environment

3.1. The purpose of this section is to provide a description of the site as it currently sits, both in a local and wider context. This analysis allows for a definition of the existing landscape character and serves as the basis for the analysis of potential effects of the proposal upon the prevailing landscape values.

Site Location and Site Description / Wider Landscape Description

Site Location and Description

3.2. The site of the proposed residential community is currently accessed via Peakedale Drive, although it can also be accessed via Eldonwood Drive. Chestnut Lane currently functions a private laneway and thus access to the site is not obtainable from this point.

3.3. The access from Peakdedale Drive will remain the main access point for the proposed residential community, with the Eldonwood Drive access maintained solely for pedestrian connections.

3.4. Access will also be available from Station Road, via Chestnut Lane, a private laneway currently used for accessing a rural-residential property and will be converted to a typical suburban street (dual carriageway, with provision for on-street parking).

3.5. A developing rural-residential community (Highgrove subdivision) sits to the west of the proposed residential community with both sharing a common boundary with one another.

3.6. The Highgrove Subdivision contains thirty-four (34) sections ranging in size from 2970m^2 – 5921m^2.

3.7. The Highgrove subdivision contains a number of exotic trees across the aforementioned thirty-four (34) sections, the subdivision is bounded at its external boundaries by a black stained post and rail fence, behind which sits a hedge and a series of Magnolia trees to provide screening from the wider site on which the retirement village will be established.

3.8. The image below in Figure 2 show the boundary interface of the Highgrove subdivision at the western boundary of the site of the proposed residential community / southern boundary of the Highgrove subdivision.

Figure 2: Image showing boundary treatment at Highgrove Subdivision at common boundary with proposed residential community[4]

3.9. The image below in Figure 3 shows the existing interface with the site and the neighbouring residential neighbourhoods to the east, this interface is typical a rural-residential interface with a variety of edge treatments (hedges, fences etc..) present.

Figure 3: Image showing existing interface between site and residential / rural-residential communities to the east[5]

[4] Source: Image taken by myself 08/11/2024
[5] Source: Image taken by myself 24/06/2024

3.10. The rural-residential properties sitting around Eldonwood Drive are separated from the site by a gravelled walkway which provides links to the pedestrian network of the wider residential areas. This pathway is shown below in Figure 4, with the site at the right side of the image.

Figure 4: Path at 'Eldonwood' running parallel to the site[6]

3.11. A small portion of the site that will contain the proposed residential community fronts Station Road, with the portion of the site at this interface currently containing a single dwelling on a lifestyle property (which will be sub-divided in line with the remainder of the site). The neighbouring properties also contain single dwelling on larger lots.

Figure 5: View towards interface of site with Station Road (existing lifestyle property – to be subdivided as part of site)[7]

3.12. This site of the proposed residential community and the wider site currently functions as a working Dairy Farm, with some paddocks reserved for horses.

3.13. The site that will house the proposed residential community contains a number of standalone trees, with associated hedge rows used to define boundaries of paddocks. A typical tree (and hedgerows) within the site are shown below in Figure 6.

[6] Source: Image taken by myself 24/06/2024
[7] Source: Image taken by myself 21/05/2025

Figure 6: Image of typical standalone tree within site, with typical hedgerows in background[8]

3.14. The profile of the site that will house the proposed residential community is flat with no appreciable topographical variation.

Wider Context

3.15. This sub-section addresses the visual appearance and subsequent landscape character of the wider landscape.

3.16. The settlement of Matamata that sits to the north / east of both sites can be considered to represent a typical 'New Zealand Rural Village' with the following features present;

- An architectural signature with appreciable variance in residential built form in terms of bulk and architectural style.
- Established trees spread across private lots.
- Variable planting across the public realm
- Remnant areas of native vegetation spread through residential neighbourhoods, primarily located at riparian margins.

3.17. Like other towns through New Zealand there is a natural transition between older dwellings (c.1960s-1970s) and newer dwellings (2020s), reflecting the changing statutory provisions where the urban edge is pushed farther into traditional rural land to facilitate more housing. Figure 7 below provides an example of this transition at Jellicoe Street, approximately 700m from the Peakedale Drive entrance to the site.

[8] Source: Image taken by myself 24/06/2024

Figure 7: Panoramic image showing transition between c.1960s -1970s residential (left of image) and 2020s residential (right of image)[9]

3.18. Matamata is surrounded by rural land, with the transition between the traditional 'New Zealand Rural Village' and rural land managed at the edges of the settlement largely through the use of rural-residential lifestyle properties that ease this transition by gradually reducing the density of built-form before opening up to a traditional rural landscape.

3.19. The rural land surrounding Matamata is predominantly flat with small localised rolling landforms and gullies, the predominant landscape features visible within the wider landscape are the Kaimai ranges to the east and Te Tapui to the west.

3.20. The surrounding rural land can be considered a typical 'New Zealand rural landscape' with the following natural and cultural elements present that have a readily perceptible association with rural amenity and hence, rural character;

- Rectilinear planting (shelter belts / hedge rows) present at internal and external boundaries
- Naturally distributed planting located at riparian corridors (stream edges, gullies and overland flow paths)
- Larger standalone trees present through open stock paddocks
- Standalone dwellings surrounded by ornamental planting and bounded by open paddocks
- Rural amenity buildings (sheds)
- Land divided in rectilinear fashion into paddocks with post and wire fencing, which is occasionally reinforced with rectilinear planting.

3.21. The rural and urban edges are well defined through a change in building density with a transition from traditional medium density housing to rural lifestyle lots evident at the margins of Matamata, and in the context of the site this is evident at Station Road. Figure 8 below provides a transitional series of photographs taken along Station Road when travelling in a westerly direction showing the transition from traditional medium density residential lots to rural-residential lots.

[9] Source: Image taken by myself 26/04/2024

Figure 8: Transitional imagery showing residential to rural-residential[10]

3.22. In the sense of a change from an urban to a rural environment, the rural-residential properties shown above act as a 'staged transition' by decreasing housing density but maintaining elements of both rural and urban character.

3.23. This transition is also apparent in the residential areas to the north of the wider site of with Eldonwood Drive acting as a transition between traditional medium density residential lots and lifestyle lots, Figure 9 below is an aerial photo showing this transition between medium density residential and rural-residential lifestyle blocks.

Figure 9: Aerial image showing transition from residential to rural-residential adjacent to site (note: open field at left of image is the site where the proposed residential and retirement communities will be established)[11]

3.24. The aerial image below (Figure 10) shows the neighbouring Highgrove subdivision in the context of the site of both the proposed residential community and retirement village and existing Eldonwood community shown above in Figure 9.

[10] Source: Image taken by myself 24/06/2024
[11] Source: Google Earth – retrieved 23/09/2024

Figure 10: Aerial image showing the site of the proposed residential community in the context of surrounding established / developing rural-residential and residential communities. [12]

Landscape Elements

3.25. This section discusses the notable landscape elements both within the subject site and local context, and for the purposes of this document these have been divided into two subcategories, natural elements and cultural elements. Natural landscape elements broadly consist of vegetation, landforms and coastlines. Cultural landscape elements consist of manmade structures that could be considered to be potentially character defining such as walls, residential and commercial built form and pieces of infrastructure (bridges, pathways).

Natural elements

3.26. The site of the proposed residential community currently functions as a working farm, and as such is predominantly flat.

3.27. The site of the proposed retirement village contains sporadic stand-alone trees across the site, and a series of hedgerows used to define paddock boundaries and boundaries with adjacent rural properties.

3.28. As outlined in section 3.7, the neighbouring Highgrove subdivision contains a number of trees within the sub-division itself, of relevance to this assessment are the trees located within the Highgrove Subdivision that sit at the common boundaries with the site of the proposed residential community (refer sections 3.7 and 3.8 and Figure 2).

[12] Source: Google Earth – retrieved 19/05/2025 (Image date: 09/03/2024)

3.29. Whilst not necessarily a physical element, views are available from within the site to mountain ranges to the north and east.

Cultural elements

3.30. Cultural elements across the site of the proposed residential community are consistent with those that can be reasonably expected to be found across a working farm;

- Post and wire farm fences,
- Farm gates,
- Water troughs.

3.31. All internal fences will be removed from site with the common post and rail fence at the boundary with both the Highgrove subdivision and Eldonwood community to to retained.

3.32. An existing lifestyle property (127 Station Road) with a single standalone dwelling is located at the northern extents of the site (refer section 3.11 and Figure 5). This dwelling will eventually be removed with this site to form the final stage of the proposed residential community.

3.33. I do not consider that any of these identified cultural elements can be deemed as notable.

Landscape Character

3.34. Landscape character describes peoples visual or cogitative perception of both natural and developed landscapes. It is also synonymous to a “sense of place” and represents an attitude concerning one’s environs.

3.35. Landscape character is also informed by the amenity of the area; amenity[13] describes peoples visual or cogitative perceptions of activities that occur in an area. For example, a large open pastured area punctuated with ancillary buildings would lead to the perception that the area is used for farming activities and thus having a rural amenity. Therefore, in terms of landscape character this example area would be perceived as having a rural character.

3.36. It should be noted that landscape character and amenity are not mutually exclusive and certain physical landscape elements may be both considered defining elements of both landscape character and amenity.

3.37. Taking the preceding analyses through sections 3.2-3.33, I do not consider that the site of the proposed residential community does not contain any features that distinguish them from the surrounding rural and rural-residential landscape, with

[13] As per RMA **amenity values** means those natural or physical qualities and characteristics of an area that contribute to people’s appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes.

both sites largely congruent with the surrounding environment in terms of visual appearance, land use and distribution of landscape elements.

3.38. I consider that the greatest character defining element, that gives the landscape its greatest 'sense of place', is the measured transition, outlined in the preceding analyses, between the urban area and the surrounding rural landscape, with the site playing a key role in this by effectively representing the rural edge by containing a number of the landscape elements listed in sections 3.20 and 3.26-3.33. With the proposal essentially pushing this 'urban edge' deeper into the rural landscape, this a dynamic process that is currently ongoing as can be seen at the Peakedale Drive corridor.

3.39. In terms of surrounding built-form, as outlined in the preceding analyses this is a combination of both traditional medium density residential built form, laid out in single house lots and larger rural-residential properties.

3.40. Within the residential areas surrounding eastern portions of the wider site the extension of the urban edge can be witnessed at Jellicoe Road and at Eldonwood Drive.

3.41. Taking the above into account and based upon site observations the landscape character of the site and its immediate surrounds to be **defined as rural-residential**, with the 'ruralness' increasing around the area of the western extents of the proposed southern solar farm (to the south-west of the proposed residential community) due to the distance from residential and rural-residential built-form.

Landscape Sensitivity to Absorb Change

3.42. This section outlines actions that would potentially adversely affect the landscape character described above. In broad terms, if a landscape is highly sensitive to change then relatively minor actions could have a high level of effect on the prevailing landscape character, whereas if a landscape has a lower sensitivity to change then any actions that potentially adversely affect the prevailing landscape character would need to be greater and more deliberate in nature.

A landscapes sensitivity to absorb change reflects the ability of the landscape to accept change to its original state. This level of sensitivity is influenced by the following, previously discussed factors:

- position within the wider landscape (including degree of visibility);
- landscape elements; and
- landscape character.

3.43. As outlined through sections 3.34-3.41, I consider the key landscape character element to be the measured transition from the urban environment (Matamata township(to the surrounding rural landscape, a transition that is managed through the presence of rural-residential developments acting as sort of transition zone between the rural and urban landscapes.

3.44. The proposal (refer section 5 for further detail) for the proposed residential community (refer Figure 1) can be considered to be deemed as 'non-rural' in appearance, due to the presence of built-form at a density that would, perceptibly, be associated more with a traditional urban environment.

3.45. Whilst the proposed residential community will not necessarily appear to be rural in the traditional sense, a collection of single level dwellings and associated buildings is comparable in terms of patterning to the established residential areas to the east of the site and with that of the Matamata township and its positioning adjacent to established residential and rural-residential communities, allows for a logical continuation of this patterning across the landscape (i.e: extending the urban edge).

3.46. Therefore, integrating the proposed residential community into the landscape through using means that can be readily associated with a rural-residential character will be critical to absorbing these elements into the wider environment and will also be critical to manging the effects on the immediate neighbours (these effects will be primarily visual and aural). This process can be referred to as 'managing the landscape values'.

Managing the landscape values

3.47. The proposed residential community does not have a great level of exposure to the public realm, with the majority of its interfaces being internal within the wider development and also with the existing residential and rural-residential communities to the east and west.

3.48. As outlined in sections 3.17, 3.23 and Figure 7 and Figure 9 transitions between traditional medium density residential and rural-residential lots are present within the surrounding landscape, as is a transition between older residential dwellings and newer residential dwellings, therefore the presence of transitions within the residential fabric is an expectant outcome within the local landscape.

3.49. The applicant has considered the need to manage this transition by placing larger ($700m^2$-$800m^2$ average) lots at the perimeter of the residential development where there is an interface with the larger rural-residential lots (i.e.: those at Eldonwood Drive to the east and Highgrove estates to the west). With the medium density lots ($500m^2$-$600m^2$ average) placed at the interface with medium-density residential and the higher density lots ($350m^2$-$450m^2$ average) placed at the centre of the residential development.

3.50. Therefore, I am of the opinion that the sole outcome to be avoided (with the proposal in its proposed Option A or Option B forms) would be the implementation of multiple fence types and heights at the interface with rural-residential lots, as this would create an inconsistent outlook for existing residents, therefore I would recommend the following measures at the interface with existing rural-residential communities;

- Restrict fencing to a single type, either to be installed at the sub-division stage by the applicant or individually by individual lot owners, I recommend a 1.2m post and rail fence with consideration to providing shrub planting and/or a hedge behind this fence.

- Or retain as much of the existing 'rural' fencing at the common boundaries as possible, particularly existing post and rail fencing.

3.51. I anticipate some bespoke solutions may be required at certain interfaces where existing dwellings on neighbouring properties sit in close proximity to the site.

3.52. Likewise, this approach should be applied to the boundary with 72A Hinuera Road in order to avoid the occupants of this property, and potentially those travelling on Hinuera Road, viewing a disjointed urban edge at their northern boundary.

3.53. I am of the opinion that it is unnecessary to impose any controls on the interfaces with existing medium-density residential lots (i.e: those located on Peakedale Drive) , in terms of facilitating the transition between the existing community and the proposed residential development can be managed at a front yard and streetscape level through the following measures;

- Keep verge treatment (in terms of tree planting and lawns) on the Peakedale Drive extension with that already installed in the adjacent development (refer Figure 11 below), this can be modified to be more site specific towards the centre of the residential development. Keeping the streetscape consistent will allow for a smooth visual transition between communities and will avoid creating an 'entrance statement' and rather will present the entire residential areas as one larger neighbourhood rather than separate communities.

Figure 11: Example of existing streetscape treatment in neighbouring residential community[14]

- Additionally, the front yard treatments of the lots in the adjacent residential community (i.e: that on Peakedale Drive) vary from low-level retaining, to no fences, to brick fences (refer Figure 11 above), this should be encouraged in lots near the transition point at the Peakedale Drive extension to maintain the continuity of streetscape character.

4. Relevant Statutory Context

4.1. This section will outline relevant clauses from national, regional and local policy and/or statutory regulations that impact the analysis of landscape effects generated by the proposal (refer section 5).

Resource Management Act 1991

4.2. Part 2 of the RMA sets out its purpose and principles. Part 2, section 5 states that the purpose of the RMA is to promote the sustainable management of natural and physical resources. Section 6 sets out the matters of importance that must be recognised and provided for in achieving the purpose of the RMA. Section 7 contains other matters that must be given particular regard to, and section 8 states that the principles of the Treaty of Waitangi must be taken into account in achieving the purpose of the RMA.

[14] Source: Image taken by myself 26/04/2024

4.3. The protection of outstanding natural features and landscapes from inappropriate subdivision, use and development is identified as a matter of national importance in section 6(b).

4.4. Section 7 identifies a range of matters that shall be given particular regard to in achieving the purpose of the RMA. Of relevance to this proposal is section 7(c) the maintenance and enhancement of amenity values. This is considered in this report in relation to potential effects on landscape elements, character, and visual amenity.

Matamata – Pikao District Plan

4.5. As per section 1.11 the site of the proposed residential community sits across both the 'Rural Residential Zone' and 'Rural Residential 2 Zone' of the MPDP.

4.6. Having reviewed the MPDP, I consider the following objectives and policies to be pertinent to this assessment, in that they have relevance to the establishment of a residential community and refer to issues of visual amenity and landscape character.

Table 3: Pertinent objectives and policies from the MPDP

MPDP – Objectives and policies pertinent to landscape assessment – Section 2.4 Sustainable Management Strategy				
1 – Residential and rural-residential growth				
Obj. I.D	*Objective Description*	*Pol. I.D*	*Policy Description*	*Reason for selection*
O1	To avoid inappropriate residential and rural-residential growth in the rural environment so as to protect the use of the District's rural land resource for rural production.	P1	To direct and ensure consolidation of residential development within appropriate existing zone boundaries of all settlements subject to the availability of infrastructure services, contiguous growth and the constraints of the environment.	References contiguous development, which is applicable to this assessment as the proposed residential community directly borders both developing and established rural-residential and residential communities.
6 – Integrating land-use and infrastructure				
O1	Land-use, subdivision and infrastructure are planned in an integrated manner that: • Does not compromise the function, operation, maintenance, upgrading or development of infrastructure, including regionally significant infrastructure; • Recognises the need for the provision of infrastructure; and subdivision, land-use and development to be co-ordinated; and	P1	Rezoning, new development, and expansion/ intensification of existing development shall take place where: • The operation, maintenance, upgrading, or development of infrastructure, including regionally significant infrastructure, is not compromised; • There is sufficient capacity in the infrastructure networks to cope with the additional demand, or where the existing networks can be	The final point refers to effects on the natural and physical environment.

	• Ensures the sustainable management of natural and physical resources while enabling people and communities to provide for their economic, social, and cultural wellbeing.		upgraded cost-effectively to meet that demand; • The networks have been designed to carry the type of service including the type and volume of traffic required to support the development; and • Adverse effects on the natural and physical environment can be appropriately avoided, remedied, and mitigated.	
MPDP – Objectives and policies pertinent to landscape assessment – Section 3.5 Amenity				
1 – Development Standards				
Obj. I.D	*Objective Description*	*Pol. I.D*	*Policy Description*	*Reason for selection*
O1	To maintain and enhance a high standard of amenity in the built environment without constraining development innovation and building variety.	P1	To ensure that development in residential and rural areas achieves adequate levels of daylight admission, privacy and open space for development sites and adjacent properties.	References issues of privacy (in terms of this proposal a more reverse sensitivity activity)
O2	To minimise the adverse effects created by building scale or dominance, shading, building location and site layout.	P3	To maintain the open space character of residential and rural areas by ensuring that development is compatible in scale to surrounding activities and structures.	References issues of character and scale within the landscape
		P5	To provide for development within the District in a manner that encourages flexibility and innovation in design and variety in the built form while achieving the anticipated environmental results.	
2 – Design, appearance and character				
Obj. I.D	*Objective Description*	*Pol. I.D*	*Policy Description*	*Reason for selection*
O1	To ensure that the design and appearance of buildings and sites is in keeping with the character of the surrounding townscape and landscape.	P1	To encourage a high standard of on-site amenity in residential, business, recreational and industrial areas.	References the maintenance of amenity and character.
O3	To ensure that the design of subdivisions and the potential future development maintains or enhances the rural character, landscape and amenity of the zone and the surrounding area.	P5	To encourage a varied and interesting built form by supporting initiatives and providing development amenity incentives for comprehensive and innovative subdivision and development design.	References the maintenance of amenity and character.
		P7	To ensure that the rural landscape, character and amenity values are maintained by avoiding inappropriate adverse effects, including cumulative adverse effects, from subdivision and potential future development.	References the maintenance of amenity and character.
4 - Signage				

Obj. I.D	*Objective Description*	*Pol. I.D*	*Policy Description*	*Reason for selection*
O1	To minimise the adverse effects of signage on the character of rural, residential, industrial and business areas.	P1	To restrict the number and size of signs in rural, residential, industrial and business areas to avoid cluttering of the landscape.	Signage will be used at the proposed retirement village. Additionally, as the proposed retirement village will sit near the edge of the 'rural edge' any signage on Station Road should be sympathetic to the prevailing character values

4.7. Taking the above 'issues' and 'objectives' into account it can be concluded that preserving the local amenity character values within the rural environment are key outcomes within the rural zone, therefore the assessment through section 6 will take this into account when considering the final rating of assessment of effects.

4.8. The following standards from section 3.2.1 – Building envelope from section 3.2 Rural and Rural-Residential Zones can be considered applicable to this assessment as they address issues of yard separation, thus any infringement of these yards could be considered to have potential adverse effects on the amenity values of the neighbours.

i. Maximum height - 10m

ii. Height relative to site boundary

No part of any building shall exceed a height of 3m plus the shortest horizontal distance between that part of the building and the nearest site boundary.

iii. Yards

Rural front yards.....25m

4.9. The following standards from section 6.5.5 – Rural subdivision from section 6 Subdivision, can be considered applicable to this assessment as they address issues of rural amenity and character (note: my ***emphasis*** added as these elements relate directly to rural amenity and character).

ii Rural amenity and character

*a. Effect on the rural environment, including **character, amenity and visual effects**.*

b. The potential location of future development and the effect on the surrounding environment.

c. The extent of existing vegetation which is to be retained.

d. A variety of lot sizes is provided in accordance with the rural provisions. The clustering of lots will only be considered in specific circumstances where it can be demonstrated that a more appropriate form of rural amenity and design is achieved, cumulative effects are avoided and appropriate mitigation is provided.

iii Visual

*a. The **visual effects** of a subdivision will be assessed **in terms of the likely effect** on:*

- *The **surrounding environment and general landscape character** (including ridgelines and view planes) with particular consideration of public roads, public reserves, identified significant features, Residential zones, dwellings in Rural zones, or marae in the vicinity of the proposed facility;*
- *Design elements in relation to the locality, with reference to the existing landscape character of the locality and amenity values;*
- *The **mitigating effects of any proposed landscaping**.*

*b. **In making an assessment of visual impact** for a subdivision consent potential building platforms shall be identified and regard shall be had to the following and conditions may be imposed in respect of these matters:*

- *The scale of a potential building;*
- *Height, cross sectional area, colour and texture of possible buildings on the building platforms identified;*
- ***Distance of structures to site boundaries, the degree of compatibility with surrounding properties**;*
- ***Site location in terms of the general locality**, topography, geographical features, adjoining land use, **i.e. landscape character**, rural houses;*
- ***Proposed planting, fencing** and other landscaping treatments.*

*c. In **assessing any proposed landscaping** regard shall be had to:*

- *Whether existing landscape features are integrated into the new subdivision layout;*
- ***Whether the layout and design are of a high standard, and provide a visual environment that is interesting** and in scale with the proposed subdivision and possible future development;*
- ***Size and type of trees to be planted at the time of planting and at maturity having considered**:*
- *The **character** of the site;*
- *The **character** of adjacent properties;*
- ***Potential shadowing in winter of adjacent properties** or reserves;*
- *Underground and overground services;*
- *Suitability of the species to the location;*
- *Suitability of the maintenance plan and watering programme to the species.*
- *The timing of implementation of the landscape plan and the maintenance of approved planting;*
- *Whether the type and the location of planting promotes public safety;*
- *Whether the Landscape Plan is certified by an appropriately qualified person as consisting of hardy plants suited to the location and capable of achieving the appropriate screening or enhancement purposes desired in the circumstances;*
- *The Preliminary Visual and Landscape Study, October 1992 (Volume I);*
- *Whether any landscaping or screening adversely affects the safe and efficient operation and function of the transportation networks.*

iv. Reverse sensitivity

*a. The **avoidance of conflicts between activities and potential reverse sensitivity effects on lawfully established activities**.*

b. Where conflict or reverse sensitivity effects cannot be avoided, the effectiveness and appropriateness of mitigation measures to protect lawfully established activities.

5. Proposal

Layout

5.1. The layout of the proposed residential community is provided on the project architectural, landscape architectural and civil engineering drawings.

5.2. As outlined in sections 1.2-1.4, the proposal contains two options, referred to as 'Option A' and 'Option B', with Option A containing a commercial centre at Lot 1002 (7669m^2) at the approximate centre of the proposed residential community, this centre is proposed to contain a childcare centre, café, superette and nine (9) smaller commercial units (100m^2 each) spread across four (4) blocks and associated car parking.

5.3. Option B does not contain a commercial centre, with Lot 1002 instead converted into eighteen (18) residential lots.

5.4. The layout of the proposed residential community, with commercial centre, (Option A) is shown below in Figure 12.

Figure 12: Layout of proposed residential community in context of surrounding residential and rural-residential communities and proposed retirement village and 'southern solar farm' across the wider site [15]

5.5. The proposed residential community will contain either 518 (Option A) or 536 (Option B) residential lots.

5.6. Each residential lot is to contain a single-level standalone dwelling, with the largest lots (700m^2 – 800m^2) located at the boundaries with the two existing rural-residential communities to the west and east of the site. The interfaces with the proposed retirement village to the west and the developing residential community on Peakedale Drive contain lots ranging from 700m^2 – 800m^2. Smaller lots (350 m^2-500 m^2) are located near the centre of the rural-residential community, with the interface with the existing farm/lifestyle properties to the south (72 & 72B Hinuera Road) consisting of lots predominantly 500 m^2 in size.

5.7. Whilst residential built-form is not a part of this application, a layout plan providing a 'look and feel' of future anticipated residential built-form across the site has been prepared by the applicant and is provided below in Figure 13.

[15] Source: Greenwood Associates – 'Ashbourne Development, Matamata, Waikato', drawing 2149/06 – Overall Site Plan– dated 28/05/25

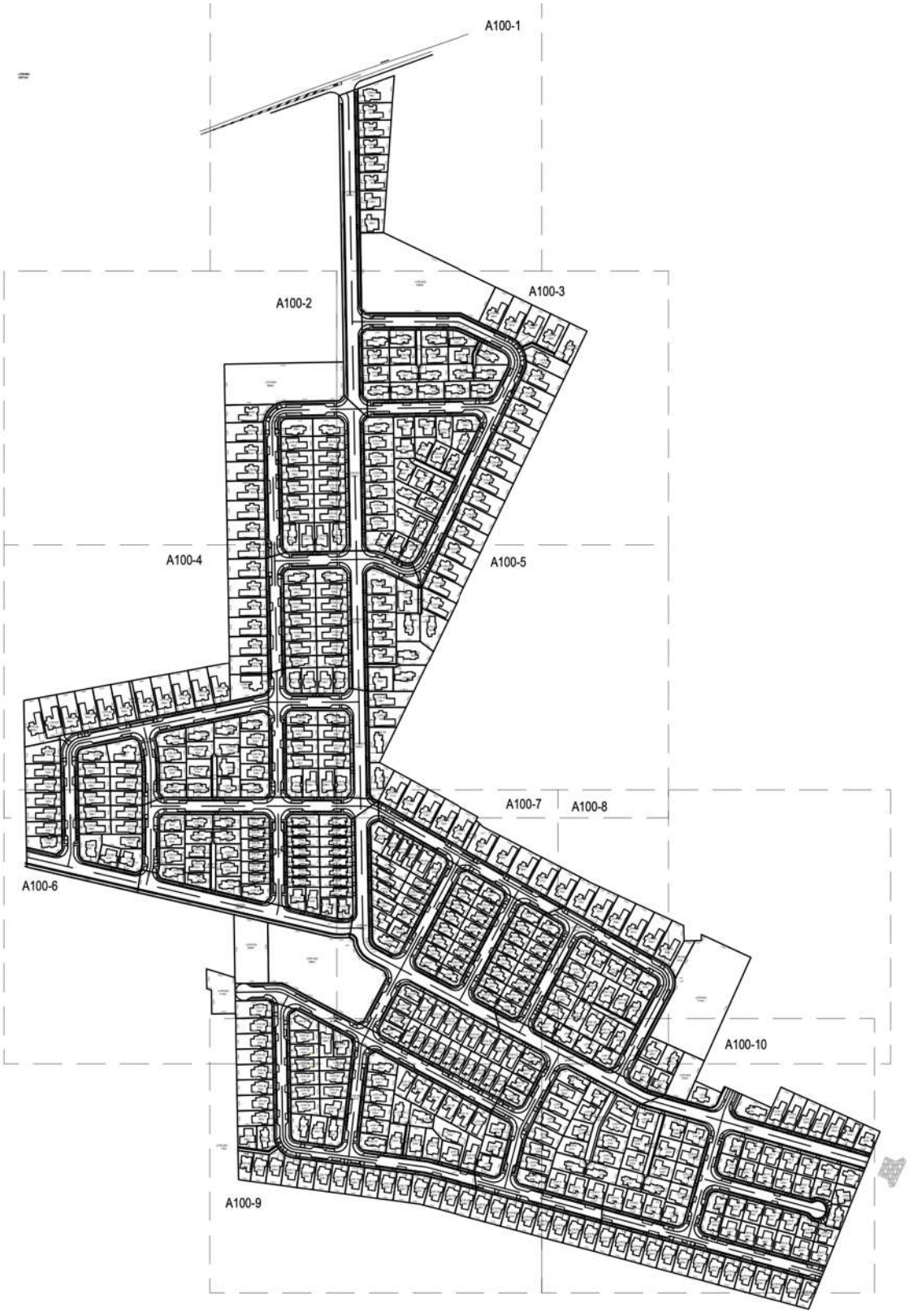


Figure 13: Layout of future anticipated built-form in residential community (as per 'option A')[16]

5.8. As shown in Figure 12 (refer page 26), in addition to the proposed residential community, a greenway will be established to the west of the site, that serves both

[16] Source: Supplied by applicant

as a drainage corridor and a recreational area containing walking tracks and, at its eastern extent, an area of open space and playground.

5.9. The proposed greenway also acts as a buffer between the proposed retirement village and the proposed 'southern solar farm'.

5.10. In addition to the residential lots and open space, the proposal also contains three (3) stormwater detention basins, with two (2) basins located at the northern portion of the site and another located at the eastern portion.

5.11. All of the stormwater detention basins are located at the boundary of the site, with one bordering an empty paddock, another bordering parts of the Highgrove subdivision and an existing larger lot lifestyle property (129 Chestnut Lane) and the final detention basin sitting at the head of Eldonwood Drive.

Streetscape

5.12. The streetscapes consists of tree planting within lawn berms, with any shrubs in the road reserve limited to areas designated as rain gardens.

5.13. Twelve (12) different tree species have been proposed for the street network to allow for variance across the streetscape, the proposed species are a combination of exotic and native species.

Proposed design controls

5.14. As outlined in section 1.6, the applicant has prepared a series of design guidelines for the residential community that will help shade the appearance of future built-form and landscaping across the site.

5.15. The key extracts from these design guidelines (as they pertain to the visual appearance of the future anticipated built-form) are outlined in the table below.

Table 4: Key extracts from design guidelines

Development Controls	Smaller Lots - less than 450m²	Standard Lots - 450m2 and more
Site Coverage (maximum)	55%	45%
Front Setback	3m for the main dwelling	5m for the main dwelling (On a corner site one front yard may be reduced to 3.0m;)
Garage Door Setback and Scale	The garage door is located 0.5m from the front building line of the dwelling. The garage door shall not cover more than 50% of the front façade of the dwelling that is visible at ground level from the transport corridor.	
Frontage Activation	At least one habitable room of the dwelling shall have a clear-glazed window facing the transport corridor. For corner and through sites this shall be required only on the frontage from which vehicular access is provided.	
All Other Setbacks	1.5m	
Height in relation to boundary	3m + 45deg	
Permeability - Overall (minimum)	20%	
Permeability - Front Setback (minimum)	50%	
Permeability - Tree	**Each dwelling unit shall be planted with at least one tree of 80L or greater within the front setback.**	
Outdoor Living Area	**50m2 with 4m dia circle**	**60m2 with 6m diameter circle**
Service Area	**9m2 with min width of 1.5m.**	**10m2 with a minimum width of 1.5m**
Fences & Walls	• Maximum height of a frontage fence is 0.9m with a minimum 50% visual permeability. • Maximum height of a frontage retaining wall is 1m. • Where the combined height of frontage fences and retaining walls exceeds 1.5 metres, retaining walls shall be designed in a terraced or stepped formation, with appropriate landscaping integrated between terraces. • Where the outdoor living area is adjacent to a public space or street, the maximum fence height is 1.5m and with a minimum 50% visual permeability.	

5.16. The key extracts from the design guidelines, as they pertain to the visual appearance of the future anticipated built-form, are reproduced below;

'3.0 – Architectural Design

3.1 – Materials, Colours and Sustainability

Desired Outcome: To utilise durable, low-impact materials and context-responsive colour palettes that enrich architectural character, and contribute to a cohesive, sustainable neighbourhood identity.

Material and Cladding Promoted Guidelines:

• Use durable, natural, or sustainably sourced materials, complementing the local landscape and creating visual consistency throughout the neighbourhood.

• Building facades should incorporate at least two different materials, such as plaster, timber, or stone, to provide visual interest. Acceptable materials include:

- *•Horizontal or vertical weatherboard either natural, stained or painted*
- *•Vertical board and batten, either natural, stained or painted*
- *•Plaster (if used in conjunction with feature cladding)*
- *•Vertical metal profile wall cladding to match the roof cladding*
- *•Bagged brick*

Colour and Finish Promoted Guidelines:

• Contemporary colours scheme and palette for window and door joinery and other external architectural features

• Neutral timber or pre-coloured aluminium doors and windows. Encourage: brown, grey, black and white (and maximum reflectivity of 40%) and white (and shall have maximum reflectivity of 75%)

• Any chimney flue colour should match the roof colour unless otherwise approved by DRP

• Downpipe colour should match roof and/or cladding colour unless approved by DRP

Things to avoid:

• Use bright and pastel colours or excess colour variation.

Sustainability Promoted Guidelines:

• Encourage energy-efficient building techniques including passive solar design, insulation, and double-glazed windows

• Choosing energy-efficient appliances within your home. • Solar panels on roofs are encouraged.'

‘3.2 Roof Form and Roof Materials

Desired outcome: To provide roof forms that add visual interest, enhance architectural character, and respond effectively to the local environment.

Roof Form Promoted Guidelines:

• Encourage varied rooflines and profiles in the same streetscape. Gable end roofs, combination gable and hip roofs and mono-pitch roofs are promoted.

• Roof design must be architecturally designed and integrate seamlessly with the building form and style, reflecting a cohesive architectural language.

• The residential roof form should be the primary roof form and should include the pedestrian entrance. The roof form over the garage should be secondary and less prominent.

• Roofs design shall consider solar orientation, rainwater capture and appropriate eave overhangs for sun protection. Using pre-painted or coated steel gutters is promoted.

• Solar panels shall be integrated to the roof design, preferably north-facing, and keep them inside the ridgeline or eave profile.

• Use low-glare finishes or setback from ridge for the solar panels to minimise reflected glare or visual dominance to neighbouring dwellings and public streets.

Roof Materials Promoted Guidelines:

• Corrugated profile pre-painted steel roofing (Colorsteel®, Metalcraft Roofing or similar),

• Tray and trapezoidal profile pre-painted steel roofing (Colorsteel®, Metalcraft Roofing or similar),

• Selected pre-formed steel roof tiles (flat profile only),

• Flat profile concrete roof tiles (Monier HorizonTM or similar),

• Natural quarried slate roof tiles,

• Cedar shingles; or

• Fibre-cement roof tiles.

Things to avoid:

• Scalloped profile concrete or clay roof tiles, decramastic roof tiles, unpainted galvanised steel.

5.17. The key extracts from the design guidelines, as they pertain to landscape design within the proposed residential community (excluding streetscape plantings, which form a part of this application), are reproduced below, note that I consider issues of frontage planting and fences / walls to be pertinent to landscape assessment, particularly that with interfaces, whereas internal hardscape treatments can be considered more of an urban design matter;

4.1 Fence, Gates and Walls

• Desired outcome: To ensure fences and retaining walls positively contribute to the streetscape and landscape character, provide appropriate privacy, and create visually appealing transitions between varying site levels.

Fences

All fences must be clearly detailed in landscaping plans and submitted for review and approval, demonstrating compliance with the following guidelines.

If a front fence is not a preference for a new property owner, low shrub or hedge boundary planting can be used in lieu of a fence. Proposed boundary planting designs shall be submitted for review and approval.

Promoted Guidelines:

Fences within front yards shall:

• Have a maximum height of 900mm and be 50% visually permeable.

• Have a maximum height of 0.9m with a minimum of 50% visual permeability.

• Be constructed from dressed timber.

• Be designed with a stepped profile for sloping sites.

• Be painted a dark recessive colour or match the dominant colour of the corresponding house.

• Have fencing returns and gates that match the adjacent fence height, materials, finishes and colour.

• Be set within low shrub planting or have a hedge maintained to a maximum height of 1m planted behind.

• Fences within side and rear yards shall:

• Have a maximum height of 1.8m or have a maximum height as outline in the fencing map.

• Be constructed from either rough sawn or dressed timber boards and include a timber cap is recommended (but not mandated).

• Be designed with a stepped profile for sloping sites.

• Be stained or painted a dark, recessive colour.

• Have fencing returns and gates that match the adjacent fence height, materials, finishes and colour.

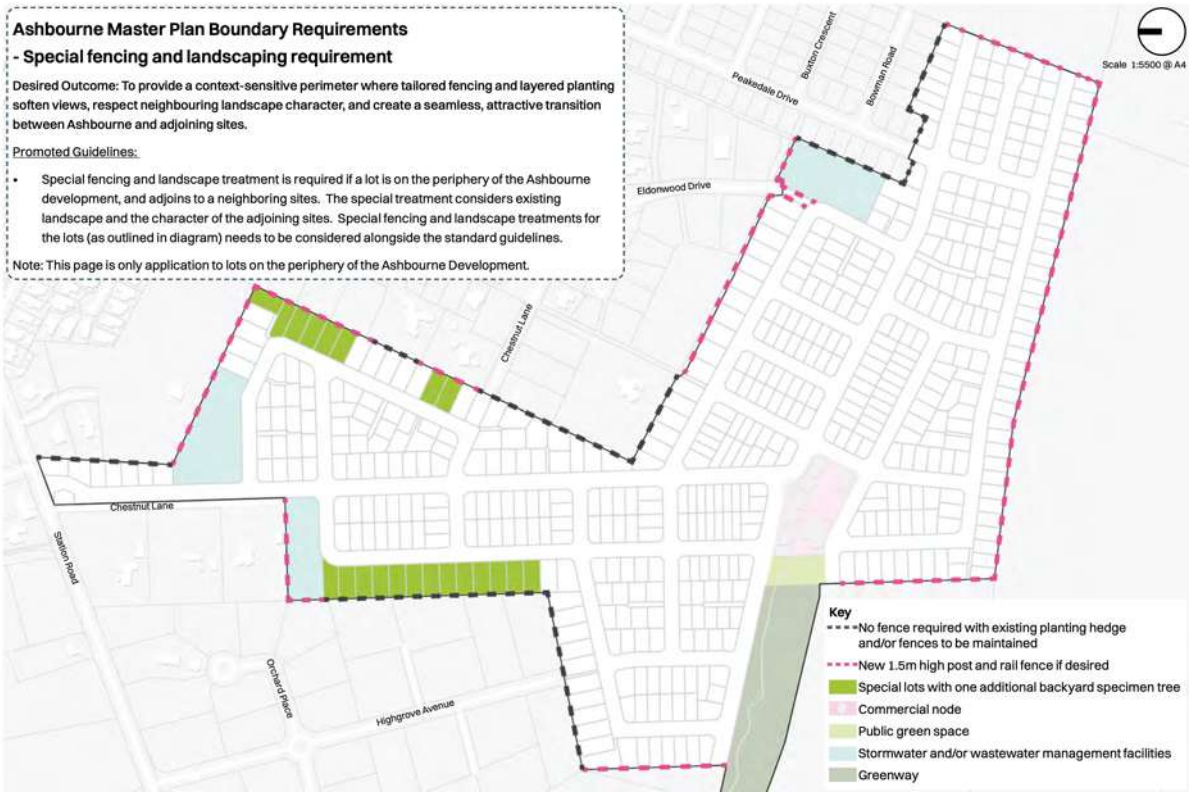
• Be softened with planting including climbing plants, hedges, and general shrub planting when it is visible from the public.

Things to avoid:

• Unstained or unpainted pine timber fences.

• Over-height and/or solid sheet panels such as fibre cement or plywood fences.

The proposed fencing treatments at the boundary with neighbouring properties are outlined below;



Retaining Walls

The following guidelines are a minimum design outcome for the development.

New property owners may prefer different designs for retaining walls. Stone, concrete with natural finishes, or appropriately coloured precast panels may also be acceptable solutions.

The finish for all retaining walls shall be visually appealing, durable, and maintainable. All retaining walls must be clearly detailed in landscaping plans submitted for review and approval, demonstrating compliance with these guidelines.

Promoted Guidelines:

Retaining walls within front yards shall:

• Be constructed with 0.5m deep terraces to allow for planting for retaining walls and fences with a combined height of exceeding 1.5m.

• Include shrub, climber, or hedge planting in front of and/or atop retaining walls to allow for privacy and softening of the retaining walls.

• Be constructed from dressed timber using square posts and include a timber capping board.

• Be stained or painted a dark, recessive colour.

Retaining walls within side and rear yards shall:

• Be constructed with 0.5m deep terraces to allow for planting for retaining walls and fences with a combined height of exceeding 2.5m, avoiding shading onto the private outdoor living space.

• Include shrub, climber, or hedge planting in front of and/or atop retaining walls to allow for privacy and softening of the retaining walls.

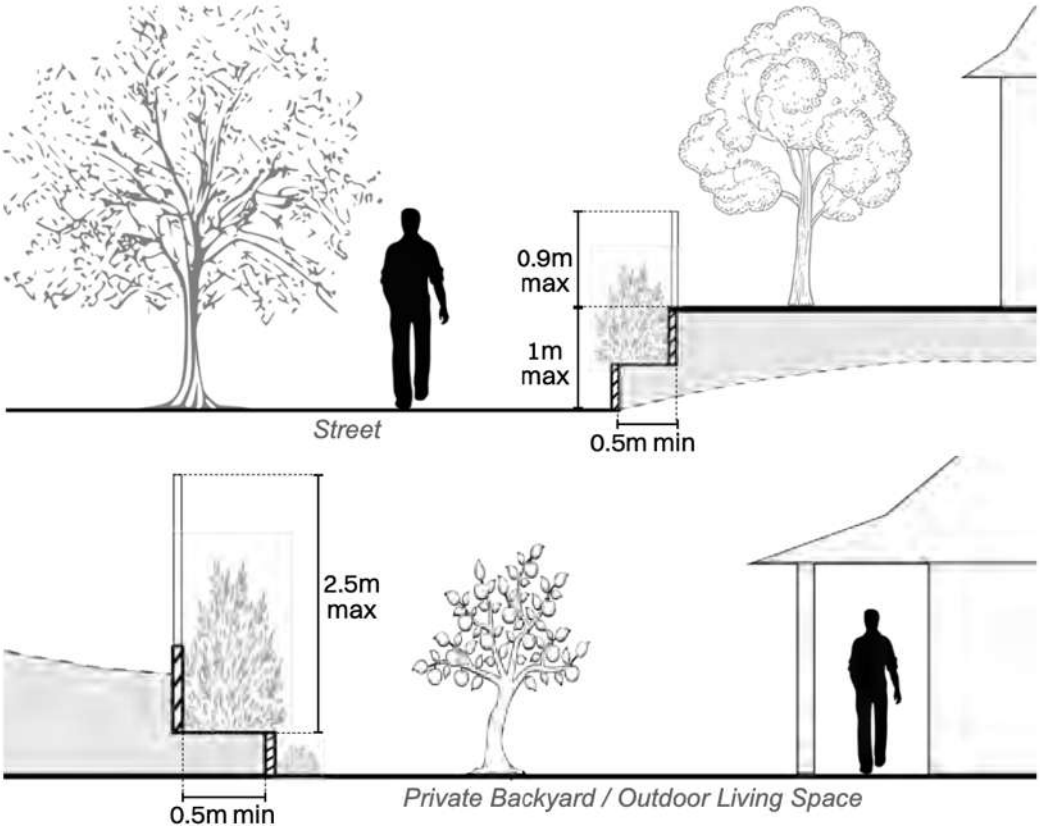
• Be constructed from dressed timber using square posts and include a timber capping board.

• Be constructed from rough sawn or dressed timber.

Things to avoid:

• Unstained or unpainted pine timber within the front yards.

• Oversized timber piles.



4.4 Planting

Landscape Strategy

Establishes a cohesive and resilient landscape framework that strengthens both individual lot character and the broader neighbourhood identity.

Applies the principle of 'right plant, right location' by selecting native and drought-tolerant species suited to local conditions, spatial constraints, and mature form, ensuring long-term viability and low maintenance.

Utilises a layered planting approach, 'trees »shrubs »groundcovers', to support visual clarity, privacy, and solar access, while specimen trees introduce vertical structure and anchor the design.

Promotes consistent landscape treatment across front and side boundaries, especially on corner lots, to ensure seamless integration between private gardens and the public streetscape.

Plant Selection

Desired outcome: To establish a resilient, low-maintenance planting palette that flourishes in local conditions and enriches neighbourhood biodiversity.

Promoted guidelines:

• Choose plants suited to local conditions that require minimal maintenance to establish and thrive long-term.

• Native plants are encouraged wherever possible and prioritise native, hardy, and drought- resistant species.

• Select specimen trees and plant species from the approved Plant Schedule.

• Alternative plant species may be approved at the discretion of the Design Review Panel.

• All front yard planting (excluding specimen trees) must:

• Not exceed 1.2m in height at maturity; or

• Be maintained as a 1.2m high hedge to preserve outlook to the street.

• Apply organic mulch to a depth of at least 100mm around plants to suppress weeds and retain soil moisture.

Specimen Trees

Desired outcome: To establish carefully positioned specimen trees, providing shade, variety and amenity, adding vertical element that complement Ashbourne's green streetscape.

Promoted guidelines:

• Provide two specimen trees per lot:
• Front yard: one 80 L ornamental, ≥ 1.8 m tall at planting.
• Back yard: one fruit or ornamental tree (fruit encouraged).
• On corner lots add a third 80 L tree on the secondary frontage.
• Position trees near the front boundary, clear of services, and install root barriers where needed.

Maintenance & Height Control

Desired Outcome: To keep all planting healthy and within prescribed height limits through regular upkeep, ensuring clear sight-lines, adequate sunlight and overall landscape amenity.

Promoted guidelines:

• Prune, replace or thin vegetation to preserve intended heights and healthy growth.
• Remove dead or diseased plants promptly, and replant in the next suitable season.
• All front yard planting (excluding specimen trees) shall maintain as up to1.2m high, preserving outlook to the street.

• Apply organic mulch to a depth of at least 100mm around plants to suppress weeds and retain soil moisture.
Things to avoid
• Dominant expanses of hard lawn, thirsty exotics or artificial turf.
• Dense screens that block passive surveillance or overshadow living-room windows
• Neglected, overgrown beds or uncontrolled climbers on façades.
• Having fruit trees in the front yards with potential future maintenance or visibility issues.
• Plant specimen trees as part of a hedge.

Front Yard, Corner Lots and Back Yard Planting

Desired outcome: To establish attractive, cohesive front-yard landscapes that enhance streetscape quality and neighbourhood character, and supporting edible landscaping.

Promoted guidelines:

• All landscaping work shall be completed to a high standard, with plant set-out arranged squarely and aligned perpendicular to the house for a clean appearance.
• The planting layout shall incorporate height layering to create visual depth and cohesion. Taller species shall be positioned at the back, especially against walls and fences, with plant heights gradually decreasing toward the front.
• In very narrow borders, layering shall be applied from side to side instead of front to back.
• All plants shall be spaced appropriately, resulting in dense and lush planted borders at maturity.
• The front yard treatment shall extend around the corner, covering at least one-third of the side elevation, with at least one additional 80L grade specimen tree.
• Fruit tree planting is encouraged in all backyards to promote edible landscaping.
• Complete all front and corner-side planting before occupation.

5.18. These implementation of these design guidelines will be monitored by a design review panel prior to resource consent for each individual lot being lodged, written approval will be required prior to resource consent submission.

External Fencing

5.19. No external fencing is proposed with this application, therefore this will be implemented by the individual lot owners in accordance with the aforementioned design guidelines.

Vegetation retention / removal

5.20. All vegetation within the site will be required to be removed to accommodate the proposal.

5.21. Any other plant material will be removed from site.

Landscape architectural response to the site

5.22. The full extent of the landscape response to the site can be found on the project landscape architectural drawings.

5.23. No on lot landscaping is proposed for individual residential lots, this will be developed by individual lot owners and be subject to the design guidelines.

5.24. The landscape response to the site, can therefore be separated into four areas; Streetscapes, Stormwater detention basins, Greenway and Open space / playground.

Streetscape

5.25. The streetscapes consists of tree planting within lawn berms, with any shrubs in the road reserve limited to areas designated as rain gardens.

5.26. Twelve (12) different tree species have been proposed for the street network to allow for variance across the streetscape, the proposed species are a combination of exotic and native species.

Stormwater Detention Basins

5.27. The stormwater detention basins are fully grassed with no shrubs proposed on the slope or upper bench.

5.28. Rather, the landscape response is limited to a row of trees at the perimeter of these basins at their interfaces with neighbouring properties.

5.29. A typical cross-section of the interface of these stormwater detention basins and the neighbouring properties is shown below in Figure 14.

Figure 14: Typical section at Stormwater Detention basin interface with neighbouring properties[17]

Greenway

5.30. The greenway consists of narrative planting through its entirety, with the only breaks occurring where a walking / cycle track and various stepped access points (from the neighbouring retirement village) are present.

5.31. The native planting through the greenway, reflects its use as a drainage corridor, with planting through a 'basin' that acts as a channel and associated riparian planting either side of this channel.

5.32. At the higher points of the site, the native planting switches between high and low species to preserve views across the wider site.

5.33. A typical section of the greenway is shown below in Figure 15.

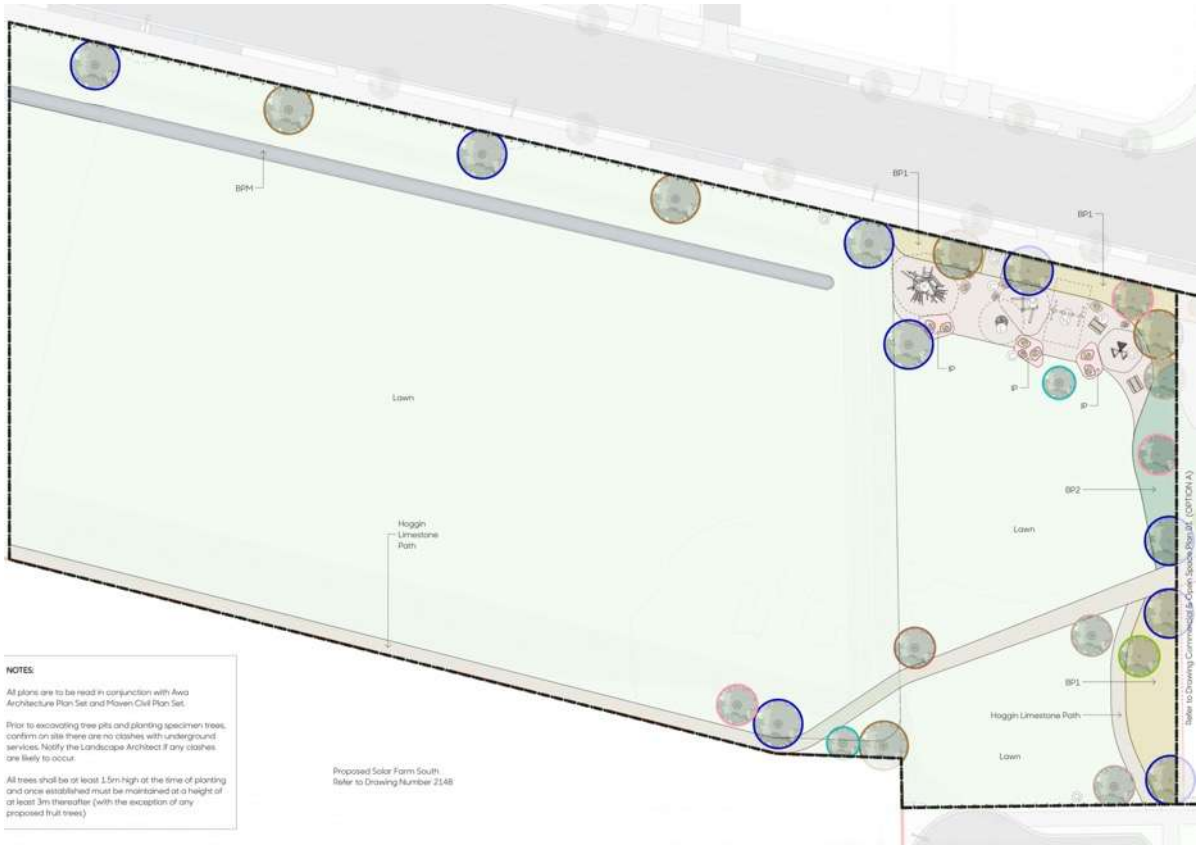
[17] Source: Greenwood Associates – 'Ashbourne Development, Matamata, Waikato', drawing 2149/16 – Typical SW Basins Cross Section B-B– dated 28/05/25

Figure 15: Typical section of greenway[18]

Open Space / Playground

5.34. An area of open space with a playground is located at the eastern extent of the greenway and acts as the transition point of the proposed residential community (and as per 'Option A' the commercial centre) to the pathway systems within the greenway.

5.35. The layout of this space is shown below in Figure 16.



[18] Source: Greenwood Associates – 'Ashbourne Development, Matamata, Waikato', drawing 2149/28 – Typical Greenway Section– dated 28/05/25

Figure 16: Layout of proposed open space located between greenway and proposed residential community[19]

Lighting

5.36. A street lighting plan is provided in the project civil engineering drawings, having reviewed these drawings I consider that this layout and intensity of the illumination is consistent with what can be expected within a comparatively sized residential area.

Staging

5.37. The proposed residential community (including the greenway and associated open space) will be constructed over eight (8) stages, with the initial stage representing the extension of Peakedale Drive and then subsequently moving westwards and northwards with the final stage to be implemented at the portion of the development closest to Station Road. The timing of these stages will be dictated by market demand. A diagram of this staging is provided below in Figure 17.

[19] Source: Greenwood Associates – 'Ashbourne Development, Matamata, Waikato', drawing 2149/20 – Commercial / Residential Node & Open Space Plan 02 (OPTION A)– dated 28/05/25

Figure 17: Staging of proposed residential community[20]

6. Assessment of landscape effects

6.1. The following assessment of effects will be separated into three (3) sub-sections, physical landscape effects, effects on visual amenity and effects on landscape character. Physical landscape effects will address the physical changes to the site (both direct and in-direct), effects on visual amenity will address the effects on visual amenity from both the public and private realms and will utilise viewpoints to aid in these assessments and effects on landscape character will surmise the both the physical effects and effects on visual amenity with regards to the prevailing landscape character as addressed in sections 3.34- 3.41.

Physical landscape effects

6.2. This section considers the physical effects of the proposal outlined in section 5 upon the natural landscape elements of the site and its immediate surrounds. The effect of the proposal upon the landscape elements of the site is linked to the landscape's sensitivity to change.

6.3. Physical landscape effects are not necessarily limited to the site itself, but also to immediately surrounding areas. For example, if a site was sitting on a slope that formed part of a greater landform, flattening that portion of the slope could be considered to be an adverse effect not only on the site itself but also the surrounding landscape.

Effects on the immediate site - Physical landscape effects

6.4. The flat nature of the site ensures that earthworks are minimised with no requirement for structural retaining across the site.

6.5. As outlined in section all existing vegetation will be required to be removed from site to accommodate the proposal

6.6. All existing internal farm fences will be removed from site to accommodate the proposal.

6.7. In terms of shrubs and trees, the vegetation coverage across site will increase due to the number of street trees and the entirety of the 'greenway' being planted in native shrubs and trees.

6.8. Drainage patterns across site will change with the conversion from open paddocks to a residential environment, this is addressed within the civil design through the provision of rain gardens within the streetscape and detention basins at the margins of the site. The proposed greenway will also provide for transportation of stormwater from the site.

[20] Source: Provided by applicant

6.9. The proposed greenway (to be implemented in stage 4) will provide additional native planting to the area, albeit primarily restricted to a long strip, this greenway will provide additional recreational benefits to the wider community, in the form of providing walking tracks which link to a wider track network across what was previously inaccessible private land.

Effects on the surrounding areas - Physical landscape effects

6.10. All physical works will occur within the boundaries of the site with no alteration to the landscape outside of the site boundaries required to accommodate the proposal.

6.11. All stormwater is contained and treated within the boundaries of the site, with the network of raingardens and detention basins ensuring there is a negligible chance of any overflow to neighbouring properties.

6.12. The increase in trees and shrubs across the site has the potential to increase bird life in the area, particularly at the margins with the established rural-residential properties located around Eldonwood Drive due to the presence of multiple mature trees in this area.

6.13. Dependent on whether 'Option A' or 'Option B' is pursued, the site will eventually contain either 518 dwellings and a commercial centre or 536 dwellings without a commercial centre. Either option will generate increased vehicular traffic in the local area. Based on the layout of the masterplan and the proposed staging of the residential community, I anticipate that the majority of this traffic will occur through the Peakedale Drive entrance point to the site, however upon the completion of Stage 10 of the proposed residential community, residents at the northern portion of the site may use the access off Station Road to save journey time.

6.14. The project traffic impact assessment report prepared by Commute states that, for Option A, 440 vehicular trips are projected each during the AM peak and PM peak hours resulting in 880 trips (average) per day during peak hours from the proposed residential community. This was split into 110 trips in and 330 trips out of the proposed residential community during the AM peak and the reverse (330 in and 110 out) during the PM peak.

6.15. In addition, the project traffic impact assessment report prepared by Commute states that, for the commercial area associated with Option A, 66 vehicular trips are projected each during the AM peak and PM peak hours resulting in 132 trips (average) per day during peak hours from the proposed commercial centre. This was split into 33 trips in and 33 trips out of the proposed residential community during the AM and PM peaks.

6.16. This figure for the proposed retirement village was based on the following assumptions;

- *'All other residential and commercial trips enter / exit the subdivision via Peakedale Drive. This aligns with the intended staging, where Stage 1 will be*

accessed via Peakedale Drive. Upon the full buildout the spine road will allow vehicles to access the network directly onto Station Road, and therefore the assessment is conservative.'

- *'The residential and commercial trips with an origin/destination in the north/east were all assumed to travel via Jellicoe Road and then Firth Street. Again, this is conservative acknowledging that some trips may travel via Smith Street.*

6.17. Therefore, in terms of landscape effects of increased traffic, the effects would be most keenly experienced on Jellicoe Road and Peakedale Drive as these are suburban streets.

6.18. Jellicoe Road is an established suburban street with both verges of the street developed with residential built-form, the majority of which was established through the 1970s and 1980s, whereas Peakedale Drive is part of a developing residential community, with a combination of vacant lots and recently established dwellings.

6.19. Being based in residential areas, both streets can be considered urban in nature (as opposed to Station Road, for example, which could be considered more rural in nature).

6.20. Therefore a degree of familiarity exists that vehicular traffic will be travelling down this route as it is currently used to access residential properties on the named streets as well as those that are accessed from them. This degree of familiarity extends to the additional visual presence of motor vehicles on these streets and the noise generated by these vehicles.

6.21. The staged implementation of the proposed residential community will see a staged increase in traffic across these streets, rather than a sudden, immediate increase, therefore familiarity with the increased effects of noise and visible effects of more vehicles present on the street. Therefore, I consider that the surrounding environment can absorb potential landscape effects of additional vehicular traffic generated by the proposal.

6.22. The proposed Greenway will be accessible to the general public (although not until the implementation of stage 4), which will provide access to additional areas of the wider landscape by the local community.

6.23. The conversion of the site from a working farm to a residential community has the potential to have effects on visual amenity, particularly towards the neighbouring properties, the effects on visual amenity will be addressed in the subsequent paragraphs of this section.

Effects upon visual amenity

6.24. Visual amenity is another key component to people's identification and perception of landscape character. Visual amenity effects result from changes to specific views and the visual amenity experienced by people. The magnitude (or level) of change

must be considered in relation to the sensitivity of the viewing audience when evaluating the significance of an effect. The sensitivity may be influenced by a number of factors, which include but are not limited to the number of people who may see it, the reason for being at the viewpoint or looking at the view, the existing character of the view, the duration for which the proposal may be seen and the viewing distance.

6.25. Through individual public realm viewpoint analysis, I will comment on the effects upon visual amenity and landscape character and will provide a subsequent analysis on the effects upon landscape character (which takes into account both physical alteration to the landscape and effects upon visual amenity) in section 7 of this report.

6.26. As outlined in section 1.16, Greenwood Associates have prepared visual simulations of the proposed residential community (based on the provided future anticipated built-form layout) from both the public realm and the neighbouring private realm, I will utilise these viewpoints for the following assessment, as well as additional viewpoints obtained during my site visit.

Visual catchment and Viewing audiences

6.27. Viewpoints for analysis of effects on the localised landscape character were determined by analysing key public locations (reserves, public parks), nearby static viewpoints (bus stops, car parks) and, where possible, public areas near potential private viewing audiences.

6.28. Based upon my site visit and analysis I consider that the primary public and private viewing audiences comprise the following:

Public viewing audiences

6.29. Based on my observations during the site visits undertaken on the 24th of June and 8th of November 2025, I consider that the views to the proposed residential community (when considered in the context of developments across the wider site – i.e.: the proposed retirement village, the greenway and the southern farm) are primarily limited to Highgrove Road (although these will eventually be obscured by residential built-form established within the Highgrove sub-division), Eldonwood Road and associated nearby walking paths, Peakedale Drive with a limited portion visible from Station Road.

6.30. Outside of these areas the proposed residential community will be largely obscured from view from the public realm by a combination of both existing off-site vegetation and the prevailing topography as well as the future built-form (i.e.: the proposed residential community) and vegetative elements within the wider site.

6.31. Therefore, based on my site visit, I consider the areas of the public realm to have views towards the site to encapsulate the following;

- Eldonwood Drive: Views to the northern edge of the eastern half of the proposed residential community are available when travelling southwards on Eldonwood Drive (either within the road or footpath). (Represented by viewpoint 1)
- Pathway to the east of Eldonwood Drive: A pathway runs parallel to Eldonwood Drive and is part of a network of gravelled walkways that run around the Eldonwood residential-rural subdivision, views to the to the northern edge of the eastern half of the proposed residential community are available when travelling southwards on this path for a limited distance, due to obscuration of the site by trees lining this pathway. (Represented by viewpoint 2)
- Pathway to the west of Eldonwood Drive (accessed from Chestnut Lane**):** A pathway (that is accessed from Chestnut Lane) runs parallel to Eldonwood Drive and is part of a network of gravelled walkways that run around the Eldonwood residential-rural subdivision, views to the northern edge of the eastern half of the proposed residential community are available when travelling southwards on this path for a limited distance, due to obscuration of the site by trees / hedges lining this pathway. (Represented by viewpoint 3).
- Peakedale Drive: Views towards the northern edge of the eastern half of the proposed residential community are available when travelling southwards on this road (which will be extended into the site to link this street to the site. (Represented by viewpoint 4).
- Highgrove Road: Views to the western edge of the site are available when travelling down the central street of the Highgrove Subdivision (Represented by viewpoint 5). Views are also available from within the Highgrove subdivision itself, however these can be considered to be more of a 'private viewing audience' than a public one (represented by viewpoint 5).
- Aporo Drive: View to the northern tip of the proposed residential community are available from within this road when moving towards Station Road (represented by viewpoint 6).
- Station Road: Views to the northern tip of the proposed residential community (the last stage to be developed) will be available from Station Road, when travelling in both directions (represented by viewpoints 7 & 8).

Private viewing audiences

6.32. The proposed residential community is bordered on its eastern boundaries by established and developing residential and rural-residential communities, on its western boundary by the Highgrove subdivision, a portion of the northern tip of the site is bounded neighboured by established large lot / rural-residential properties and the southern boundary is bordered by two (2) rural-residential properties, one of which functions as a working farm.

6.33. Whilst views to the site may be available from other properties not directly neighbouring the site, my assessment on the potential adverse effects on visual

amenity to the private realm will focus on those properties directly neighbouring the site.

6.34. Therefore based on the above and my site observations, I consider the 'private viewing audience' to constitute the following;

- Eldonwood Drive and Chestnut Lane: A number of rural-residential lots neighbour the eastern boundaries of the proposed residential community, these properties are (in clockwise order from the interface with the north-eastern corner of the site); 18, 22, 24, 26, 32 Eldonwood Drive, 4, 7, 1 Chestnut Lane and 36, 40, 45 and Eldonwood Drive.

- Peakedale Drive and Bowman Road: Peakedale Drive and Bowman Road are recently subdivided communities, which are of smaller lots sizes than the rural-residential properties at Eldonwood Drive and are more akin, in size, to a traditional residential community, the lots neighbouring the site are (clockwise from 45 Eldonwood Drive) are 48, 50, 52, 54, 56, 58, 60, 39 Peakedale Drive and 4, 6, 8 , 10, 12 Bowman Road.

- Highgrove subdivision: Five (5) lots directly border the western boundary of the site of the proposed residential community. These five (5) lots are addressed as follows (as located north to south); 10 Orchard Place, 33 Highgrove Avenue, 35 Highgrove Avenue, 47 Highgrove Avenue and 51 Highgrove Avenue.[21] In addition to the western boundary 50 Highgrove Avenue also neighbours the southern boundary, with 51 Highgrove Avenue neighbouring the southern boundary.

- Station Road: Six (6) rural-residential properties that are accessed from Station Road, neighbour the northern tip of the proposed residential community (which will be developed in the final stage 10), these properties are; 135 Station Road, 129A & 129B Station Road (both accessed from Chestnut Lane) and 6 & 8 Odlum Drive. In addition a non-addressed paddock at the head of Odlum Drive also neighbours the site, however this is currently un-developed (i.e.: has no dwelling or permanent inhabitants) and is thus not included in the assessment of effects from within the private realm.

- Hinuera Road: The site is bordered to the south 72A and 72B Hinuera Road, 72A Hinuera Road is a working farm and 72B Hinuera Road is more of a lifestyle property, 72A Hinuera Road accounts for 95% of this shared boundary.

6.35. The majority of these private lots were not accessible during my site visits (aside from vacant lots), therefore my assessment for the private realm will primarily rely on 'reverse views' or assessment from the public realm with viewpoints located near these properties.

[21] Note: Address information not available on LINZ maps or MPDC planning maps. Address information is sourced from real estate information listed at https://www.highgrove-matamata.co.nz/available-sections (sourced: 14/05/2025)

Assessment Viewpoints – Public Realm

6.36. The assessment viewpoints are described in more detail in below with a map indicating the location of these viewpoints located in appendix 1. The photographs, which represent these viewpoints, are shown in appendices 2.1 - 2.17.

6.37. Note that 'degree of visibility' within the below table refers to the visibility of the proposal (refer section 5) and 'distance to site' refers to the distance to the closest point of the site.

Table 5: Assessment viewpoints

VP No.	Direction of View	Distance to site	Degree of visibility (Full / Partial / Obscured)	Reason for Selection
V01-1 Eldonwood Drive – Travelling Southwards	South	Approx. 194m	Partial	Transitional view when moving southwards towards the site (Initial view of four)
V01-2 Eldonwood Drive – Travelling Southwards	South	Approx. 194m	Partial	Transitional view when moving southwards towards the site (Second view of four)
V01-3 Eldonwood Drive – Travelling Southwards	South	Approx. 90m	Partial	Transitional view when moving southwards towards the site (Third view of four)
V01-4 Eldonwood Drive – Travelling Southwards	South	Approx. 0m	Full	Transitional view when moving southwards towards the site (Fourth view of four)
V02-1 Pathway to east of Eldonwood Drive – Travelling Southwards	South	Approx. 60m	Partial	Transitional view when moving southwards towards the site on a pedestrian / cycle path towards the site (Initial view of three)
V02-2 Pathway to east of Eldonwood	South	Approx. 10m	Partial	Transitional view when moving southwards towards the site on a pedestrian / cycle path towards the site (Second view of three)

Drive – Travelling Southwards				
V02-3 Pathway to east of Eldonwood Drive – Travelling Southwards	South	Approx. 0m	Full	Transitional view when moving southwards towards the site on a pedestrian / cycle path towards the site (Third view of three). Note that this image was utilised for the visual simulation.
V03-1 Pathway to west of Eldonwood Drive – Travelling Southwards	South	Approx. 24m	Partial	Transitional view when moving southwards towards the site on a pedestrian / cycle path towards the site (Initial view of two)
V03-2 Pathway to west of Eldonwood Drive – Travelling Southwards	South	Approx. 0m	Full	Transitional view when moving southwards towards the site on a pedestrian / cycle path towards the site (Second view of two)
V04-1 Peakedale Drive travelling southwards towards site	South	Approx. 440m	Partial	Transitional view when travelling southwards on Peakedale Drive towards the site, (note that this the journey that will be taken when entering the site; Initial view of three)
V04-2 Peakedale Drive travelling southwards towards site	South	Approx. 235m	Partial	Transitional view when travelling southwards on Peakedale Drive towards the site, (note that this the journey that will be taken when entering the site; second view of three)
V04-3 Peakedale Drive travelling southwards towards site	South	Approx. 75m	Full	Transitional view when travelling southwards on Peakedale Drive towards the site, (note that this the journey that will be taken when entering the site; third view of three)
V05 Highgrove Avenue – Travelling Southwards	South	Approx. 55m	Partial	View to site from main road within Highgrove Subdivision

V06 Aporo Drive travelling southwards	South	Approx. 40m	Partial	View to northern tip of proposed residential community encountered when exiting Aporo Drive
V07 Station Road travelling westwards	South-west	Approx. 30m	Partial	Approximate initial view towards northern tip of proposed residential community when travelling westwards, having come from Matamata township
V08-1 Station Road travelling eastwards	South-East	Approx. 155m	Partial	Transitional view towards northern tip of proposed residential community when travelling eastwards on Station Road (Initial view of two)
V08-2 Station Road travelling eastwards	South-East	Approx. 120m	Partial	Transitional view towards northern tip of proposed residential community when travelling eastwards on Station Road (second view of two)

Assessment of Visual Amenity Effects – Public Realm

6.38. The visual effects likely to result from this proposal are described below in relation to the respective viewpoints. 'Existing View' refers to the contemporary view as it is presented in the supplied viewpoint images that append this report (i.e.: without the proposal present), 'Proposed View' refers to the view that is anticipated when the proposal is established.

Viewpoint V01: Eldonwood Drive travelling southwards

6.39. This viewpoint is represented by four (4) images showing the view towards the proposed residential community when traveling southwards towards the site. This portion of Eldonwood Road contains a meandering footpath and roadway and plays host to large lot rural-residential properties with large yards.

Existing View:

The view currently consists of vies towards the eastern portion of the site, which is currently a paddock used for occasional livestock grazing.

The view is framed by the avenue of trees along the road verges, with the boundary at the site represented by a post and rail fence and a farm gate.

When approaching the site, the outlook can be considered to be a traditionally rural-residential outlook with open rural spaces visible and built-form and manicured landscapes in the foreground, when reaching the boundary of the site, more traditional urban elements, in the form of built-form located at Peakedale Drive comes into view.

Proposed View:

Greenwood Associates have prepared a visual simulation at the boundary from a location in close proximity to the image provided for viewpoint V01-4. This simulation is shown below in Figure 18.

Figure 18: Simulations of northern edge of proposed residential community[22]

[22] Source: Greenwood Associates – 'Residential Visual Simulation Landscape Package for' drawings 2149A/04-06 – dated 10/06/25

Residential built-form will be visible within this framed view of the streetscape, eventually opening out to what has been simulated in Figure 18.

The existing boundary fence that is currently visible at the end of Eldonwood Drive (i.e: the post and wire fence) will be replaced with a 1.5m post and rail fence.

The proposed stormwater detention basin allows the future built-form to be set back from the boundary, and will allow the foreground of the view to be partially comprised of a lawn bed (as the proposed stormwater detention basins will visually present when viewed from this transitional viewpoint).

Street trees will be installed as per the landscape plans and will be visible within stage 1 across the stormwater detention basin and will be visible in stage 2 prior to the implementation of any built-form near the boundary.

The view will essentially change from a rural outlook to a more traditionally urban one and ostensibly this could be perceived as an adverse effect, this change has been telegraphed through the relevant statutory framework plans, which has visibly manifested in the introduction of built-form at Peakedale Drive. Therefore, such a change in outlook (which will be graduated through the proposed project staging) can be considered to be somewhat of an expected visual outcome at this viewpoint..

Additionally, prior to arriving at this viewpoint, any viewing audience will have passed by residential built-form of varying size and style, with minimal, if any views towards the traditional rural environment surrounding the Eldonwood sub-division, therefore the presence of residential built-form at the end of this corridor can be considered to be somewhat of an expected visual outcome at this viewpoint.

It is also notable that this viewpoint will not have a relatively large viewing audience, as whilst it is a publicly accessible, on-street parking within Eldonwood is discouraged, and as such the streets within Eldonwood can be considered private with public access permitted, therefore the viewing audiences will largely consist of residents of the Eldonwood community as opposed to the wider public.

Taking the above factors into account, I am of the opinion that that the effects upon visual amenity of the proposal from this viewpoint (represented by four images) can be considered to be **Low-Moderate**[23].

Viewpoint V02: Pathway to east of Eldonwood Drive – Travelling Southwards

6.40. This viewpoint (represented by three images) is represents the view when travelling southwards on a gravel path that runs parallel to Eldonwood Drive. This path forms part of the wider pedestrian network that runs around most of the perimeter of the Eldonwood subdivision, where it interfaces with the site.

[23] Te Tangi A Te Manu – Aotearoa New Zealand landscape Assessment Guidelines – Published July 2022

This walkway is only accessible from within the Eldonwood subdivision, with any outside access only from Station Road to the north.

Existing View:

The view towards the site is obscured by an existing tree, with views towards Peakedale Drive also obscured from view by a hedge.

The site does not come into view into view until moving past this tree, at which time the viewing audience will be located at the boundary fence.

Proposed View:

Greenwood Associates have prepared a visual simulation at the boundary as represented by viewpoint V02-3. This simulation is shown below in Figure 19.

Figure 19: Simulations of northern edge of proposed residential community[24]

As per the ‘existing view’ description above, the site will be largely obscured from view until reaching the common boundary, at which time the proposed stormwater pond will sit at the foreground as shown in the simulation provided in Figure 19.

[24] Source: Greenwood Associates – ‘Residential Visual Simulation Landscape Package for’ drawings 2149A/04-06 – dated 10/06/25

The existing boundary fence that is currently visible will be removed and replaced with a 1.5m post and rail fence.

The proposed stormwater detention basin allows the future built-form to be set back from the boundary, and will allow the foreground of the view to be partially comprised of a lawn bed (as the proposed stormwater detention basins will appear when viewed from this transitional viewpoint).

Street trees will be installed as per the landscape plans and will be visible within stage 1 across the stormwater detention basin and will be visible in stage 2 prior to the implementation of any built-form near the boundary.

The view will essentially change from a rural outlook to a more traditionally urban one and ostensibly this could be perceived as an adverse effect, this change has been telegraphed through the relevant statutory framework plans, which has visibly manifested in the introduction of built-form at Peakedale Drive. Therefore, such a change in outlook (which will be graduated through the proposed project staging) can be considered to be somewhat of an expected visual outcome at this viewpoint.

Additionally, prior to arriving at this viewpoint, any viewing audience will have passed by residential built-form of varying size and style, with minimal, if any views towards the traditional rural environment surrounding the Eldonwood sub-division, therefore the presence of residential built-form at the end of this corridor can be considered to be somewhat of an expected visual outcome at this viewpoint.

It is also notable that this viewpoint will not have a relatively large viewing audience, as whilst it is a publicly accessible, on-street parking within Eldonwood is discouraged, and as such the streets and associated walkway network within Eldonwood can be considered private with public access permitted, therefore the viewing audiences will largely consist of residents of the Eldonwood community as opposed to the wider public.

Taking the above factors into account, I am of the opinion that that the effects upon visual amenity of the proposal from this viewpoint (represented by three images) can be considered to be **Low-Moderate**[25].

Viewpoint V03: Pathway to west of Eldonwood Drive – Travelling Southwards

6.41. This viewpoint (represented by two images) is represents the view when travelling southwards on a gravel path that runs parallel to Eldonwood Drive. This path forms part of the wider pedestrian network that runs around most of the perimeter of the Eldonwood subdivision, where it interfaces with the site.

This walkway is only accessible from within the Eldonwood subdivision, with any outside access only from Station Road to the north.

[25] Te Tangi A Te Manu – Aotearoa New Zealand landscape Assessment Guidelines – Published July 2022

This pathway links up to the pathway from which the viewpoint images V01-4, V02-2 and V02-3 are obtained from (refer appendix 1 for viewpoint location map)

Existing View:

The path aligns with an existing, currently unused bridle path / cattle track, which is partially framed by a hedgerow to the north (right side of image V03-1) which spans over both the Eldonwood subdivision and the site.

The site is therefore consistently visible for the duration of the journey southwards on this path, albeit partially obscured / framed by the aforementioned hedges and fully comes into view when arriving at the path running parallel to the site (refer image V03-2).

Proposed View:

As per the analyses for viewpoints 01 and 02, the outlook from this transitional viewpoint will change from one that can be considered ‘traditionally rural’ to a more ‘contemporary urban’ outlook.

The existing boundary fence that is currently visible to the right of the path (as viewed in the supplied image) will remain unchanged, aside from the wooden gate that will be removed to facilitate access between the proposed residential community and the Eldonwood subdivision. The fence to the left (as viewed in the supplied image) will be replaced with a 1.5m high post and rail fence.

The existing disused bridle path / cattle track will be partially retained as a reserve (as per the proposed masterplan) the ‘look and feel’ of this reserve is yet to be determined, but it will most likely be framed by fencing as outlined in the proposed design guidelines, the view down this reserve will be aligned with the proposed road 10, thus some of the proposed street trees here will be visible when walking towards the site.

The lots along the boundary (which form a part of stage 4) will sit approximately 1m lower than the pathway.

Thus the view from the pathway will be slightly ‘over’ the neighbouring properties, with the aforementioned planting providing an informal screen.

Over time (potentially 10-15 years after initial installation) the proposed street trees will likely grow above the roof lines of the future dwellings across site (which will be single-storey in height) and thus the view will not consist entirely of built form at this juncture.

Prior to arriving at this viewpoint, any viewing audience will have passed by residential built-form of varying size and style, with minimal, if any views towards the traditional rural environment surrounding the Eldonwood sub-division, therefore the presence of residential built-form at the end of this corridor can be considered to be somewhat of an expected visual outcome at this viewpoint.

It is also notable that this viewpoint will not have a relatively large viewing audience, as whilst it is a publicly accessible, on-street parking within Eldonwood is discouraged, and as such the streets and associated walkway network within Eldonwood can be considered private with public access permitted, therefore the viewing audiences will largely consist of residents of the Eldonwood community as opposed to the wider public.

Taking the above factors into account, I am of the opinion that that the effects upon visual amenity of the proposal from this viewpoint (represented by three images) can be considered to be **Low-Moderate**[26].

Viewpoint V04: Peakedale Drive travelling southwards

6.42. This viewpoint (represented by three images) represents the view when travelling southwards on Peakedale Drive towards the site.

As shown in the supplied image, Peakedale Drive is a developing residential community with a combination of empty lots, under construction dwellings and completed dwellings.

The lots at Eldonwood Drive are of a size similar to what is proposed within the site and are smaller than those in the stablished Eldonwood community, as such the community around Peakedale Drive can be considered a more typically urban suburban community than a rural-residential one.

Peakedale Drive will be extended into the site and will serve as the main entrance point to the proposed residential community. The land at the end of Peakedale Drive is where stage 1 of the proposed residential community will be established.

Existing View:

Peakedale Drive is a long, straight road with the sides framed by residential built-from that sits at an elevated position relative to the road corridor, thus this built-form acts as a framing device, as do the street lights and the street trees will when the reach maturity (expected to be within 10-15 years).

The site is therefore consistently visible for the duration of the journey southwards on this path, albeit partially obscured / framed by the aforementioned hedges and fully comes into view when arriving at the path running parallel to the site (refer image V03-2).

This ‘framed view’ consists of a foreground of pastoral landscape with a backdrop of loose hedging and various trees, the edge between the different land uses (urban/residential and rural) is defined by a post and rail fence, with such an abrupt / sudden change a common occurrence throughout New Zealand at rural/urban boundaries.

[26] Te Tangi A Te Manu – Aotearoa New Zealand landscape Assessment Guidelines – Published July 2022

Proposed View:

The alignment of Peakedale Drive will continue into the site with street trees and light poles adorning the verges in an identical manner to that within Peakedale Drive.

The proposed lots within stage 1 that will be visible from this transitional viewpoint are of a similar size to those within Peakedale Drive, therefore it can be considered that the future built-form within the site that will be visible from this viewpoint will be of a similar size and style to that at Peakedale Drive.

Whilst the background hedge will be removed, the majority of the trees visible will remain as they sit beyond the boundaries of the site, thus some trace elements of the wider rural character will remain visible.

Overall, this can be considered a logical continuation of the existing residential fabric present within the Peakedale Drive corridor (and that experienced across the surrounding streets prior to arriving at this viewpoint).

Taking the above factors into account, I am of the opinion that that the effects upon visual amenity of the proposal from this viewpoint (represented by three images) can be considered to be **Low**[27].

Viewpoint V05: Highgrove Avenue

6.43. This viewpoint represents the view southwards towards the site on Highgrove Avenue, which serves as the main access point / street through the Highgrove subdivision.

Views towards the site are also available when looking towards the west from Highgrove Avenue, however these will be, in the majority, obscured by future built-form that will be established on these currently vacant lots, the impact on visual amenity from these lots will be addressed in the '*Assessment of Visual Amenity Effects – Private Realm'* section of this report.

The southern boundary of the Highgrove subdivision contains a row of coniferous trees, which can be seen in the supplied viewpoint image (refer appendix 2.13). Figure 20 below shows an oblique view of these coniferous species from within Highgrove estates at this southern boundary.

[27] Te Tangi A Te Manu – Aotearoa New Zealand landscape Assessment Guidelines – Published July 2022

Figure 20: Coniferous planting at southern boundary of Highgrove Estate[28]

Existing View:

The view towards the site is largely obscured from view by the coniferous trees, although portions of the site are visible between the trees with hedging and standalone trees within the site visible, in what can be described as a ‘traditional rural outlook’.

Proposed View:

The ‘traditional rural outlook’ will subsequently be gradually replaced by a traditional urban outlook and the background trees visible will be removed, as these sit within the boundaries of the site.

No fencing will be placed in the rear yards of proposed lots that will sit up against this boundary, nor has any screen planting within these lots been proposed,

Therefore, whilst I anticipate that the existing coniferous trees will grow to a height / width to screen the site from view, the applicant has no control over this and this treatment relies on the respective lot owners / ownership society (of Highgrove Estates) maintaining these coniferous trees as a screen.

Therefore, the level of effects is dependent on the perceived likelihood that this screen panting would be removed from Highgrove Estate.

In my opinion, it is reasonable to assume that this screen planting will remain in the medium to long term as it provides both a visual screen and shelter from southerly winds. I am also of the opinion that the developer of Highgrove Estate has purposely used coniferous trees to create a screen / shelter break due to their

[28] Source: Image taken by myself 23/05/2025

density at the expense of obscuring views to the site, possibly in the expectation that as per the structure plan it is anticipated to be developed into residential (as per the applicant's proposal) therefore I consider it unlikely that this shelter belt / screen planting would be purposely removed prior to establishment of residential built-form at the site and whilst trees can die, coniferous species are considered hardy and have a high survival rate, thus I am confident of their survival in the medium to long term.

Therefore, I consider that the screen planting within Highgrove Estate at the southern boundary can be relied on as a mitigation measure for potential adverse effects on visual amenity introduced by the proposal.

Taking the above factors into account, I am of the opinion that that the effects upon visual amenity of the proposal from this viewpoint can be considered to be **Very Low**[29].

Viewpoint V06: Aporo Drive

6.44. This viewpoint represents the view southwards towards northern tip of the site when travelling southwards (i.e.: towards the site) on Aporo Drive

Aporo Drive services a series of larger lot properties (average size approximately 4000-6000 m^2) that sit on both this road and Aranui Road.

Existing View:

The view towards the site consists of the existing dwelling on the rural-residential property at 127 Station Road, which will eventually be demolished to make way for the final stage (stage 8) of the proposed residential community.

Proposed View:

The existing element of built-form and associated trees that are visible from this viewpoint will be replaced by and entrance road (aligned with the current location of Chestnut Lane) and smaller element of residential built-form.

I anticipate that this future element of built-form will be of the same approximate size as that found on Peakedale Drive. The existing boundary fence (at the interface with Station Road) will likely be retained.

Therefore, the view essentially will substitute one element of built-form for another and a reduction in amenity planting (although street tree planting at the new access road will be visible) and coupled with the expectant increase in traffic volumes (from residents vehicles entering and exiting the proposed residential community) creating more of a traditional residential scene than a rural-residential one.

[29] Te Tangi A Te Manu – Aotearoa New Zealand landscape Assessment Guidelines – Published July 2022

This will not be viewed in isolation but rather in the context of the nearby existing residential communities within Matamata on Station Road, so can be considered an expectant visual outcome at this juncture and congruent with the expanding urban edge (from within which this view is experienced) at the periphery of Matamata.

It is also notable, that whilst this portion of the landscape may be viewed, in isolation, as being more of an urban nature than a rural-residential one, the portion of the proposed residential community visible will be flanked by the existing rural-residential properties to the east and west of the site, thus maintaining a large portion of the existing view from this viewpoint.

Taking the above factors into account, I am of the opinion that that the effects upon visual amenity of the proposal from this viewpoint (represented by three images) can be considered to be **Very Low**[30].

Viewpoint V07: Station Road (traveling westwards)

6.45. This viewpoint represents the approximate initial view towards northern tip of the site when travelling westwards (i.e.: towards the site) on Station Road.

This view will be encountered after having travelled through Matamata.

Existing View:

The view towards the site consists of the existing dwelling on the rural-residential property at 127 Station Road, which will eventually be demolished to make way for the final stage (stage 8) of the proposed residential community.

Proposed View:

The existing element of built-form and associated trees that are visible from this viewpoint will be replaced by an entrance road (aligned with the current location of Chestnut Lane) and smaller element of residential built-form.

As a frame of reference, I anticipate that this future element of built-form will be of the same approximate size as that found on Peakedale Drive. The existing boundary fence (at the interface with Station Road) will likely be retained.

Therefore, the view will essentially see one element of built-form substituted for another and a reduction in amenity planting (although street tree planting at the new access road will be visible) and coupled with the expectant increase in traffic volumes (from residents vehicles entering and exiting the proposed residential community) creating more of a traditional residential scene than a rural-residential one.

This will not be viewed in isolation but rather in the context of the nearby existing residential communities within Matamata on Station Road, so can be considered an

[30] Te Tangi A Te Manu – Aotearoa New Zealand landscape Assessment Guidelines – Published July 2022

expectant visual outcome at this juncture and congruent with the expanding urban edge (from within which this view is experienced) at the periphery of Matamata.

It is also notable, that whilst this portion of the landscape may be viewed, in isolation, as being more of an urban nature than a rural-residential one, the portion of the proposed residential community visible will be flanked by the existing rural-residential properties to the east and west of the site, thus maintaining a large portion of the existing view from this viewpoint.

Taking the above factors into account, I am of the opinion that that the effects upon visual amenity of the proposal from this viewpoint can be considered to be **Very Low**[31].

Viewpoint V08: Station Road (traveling eastwards)

6.46. This viewpoint (represented by two images) represents the approximate initial view towards northern tip of the site when travelling eastwards (i.e.: towards the site) on Station Road.

This view will be encountered after having travelled through the rural landscape to the east/north-east of the site.

Any viewing audience will also have passed by the proposed retirement village that will sit at the northern boundary of the wider site

Existing View:

The view towards the site consists of the existing dwelling on the rural-residential property at 127 Station Road, which will eventually be demolished to make way for the final stage (stage 8) of the proposed residential community.

A neighbouring rural-residential property, 135 Station Road, sits in the foreground of the view.

Prior to reaching this juncture in the landscape any viewing audience, will most likely have passed by the Highgrove subdivision and the proposed retirement village prior to viewing the northern tip of the site.

Proposed View:

The existing element of built-form and associated trees (within the site) that are visible from this viewpoint will be replaced by and entrance road (aligned with the current location of Chestnut Lane) and smaller element of residential built-form.

I anticipate that this future element of built-form will be of the same approximate size as that found on Peakedale Drive. The existing boundary fence (at the interface with Station Road) will likely be retained.

[31] Te Tangi A Te Manu – Aotearoa New Zealand landscape Assessment Guidelines – Published July 2022

Therefore, the view will essentially see one element of built-form substituted for another and a reduction in amenity planting (although street tree planting at the new access road will be visible) and coupled with the expectant increase in traffic volumes (from residents vehicles entering and exiting the proposed residential community) creating more of a traditional residential scene than a rural-residential one. Albeit one that is still viewed against a foreground of a traditional rural-residential environment.

Having passed by elements of built-form, the presence of additional built form within the landscape can be considered an expectant visual outcome, additionally the presence of the proposed retirement village near the northern tip of the proposed retirement village (and the likelihood, that any viewing audience on this transitional viewpoint will have passed by the retirement village) adds to this sense of expectation as the viewing audience will most likely have already seen a collection of residential built-form elements.

Additionally, there are visual cues to the viewing audience that they are approaching a residential community, including the increasing presence of residential built-form, increasing amounts of ornamental planting and the presence of road signs indicating reduced speed limits for Matamata.

It is also notable, that whilst this portion of the landscape may be viewed, in isolation, as being more of an urban nature than a rural-residential one, the portion of the proposed residential community visible will be flanked by the existing rural-residential properties to the east and west of the site, thus maintaining a large portion of the existing view from this viewpoint.

Taking the above factors into account, I am of the opinion that that the effects upon visual amenity of the proposal from this viewpoint (represented by two images) can be considered to be **Very Low**[32].

Summary of Effects on Visual Amenity - Public Realm

6.47. A summary of visual effects anticipated from each scheduled viewpoint is provided in Table 6 below:

Table 6: Assessment of Effects Viewpoints

VP No.	Level of effect on visual amenity
V01	Low-Moderate
V02	Low-Moderate
V03	Low-Moderate
V04	Low
V05	Very Low
V06	Very Low

[32] Te Tangi A Te Manu – Aotearoa New Zealand landscape Assessment Guidelines – Published July 2022

V07	Very Low
V08-1	Very Low
V08-2	Very Low

6.48. The proposed residential community essentially, from a visual perspective, represents an expansion of the urban edge, a dynamic process that is already ongoing along Peakedale Drive, which has seen the urban edge push into a 'traditional rural landscape'.

6.49. I consider that the effects on visual amenity are most keenly felt from within the Eldonwood sub-division and consider that, cumulatively, these effects can be assessed as being **Low-Moderate**[33], whereas from other locations in the public realm these effects can be assessed as **Very Low-Low**[34]**.**

Assessment of Visual Amenity Effects – Private Realm

6.50. The neighbouring properties to both the northern and southern solar farms, which have the potential to have views towards the proposal that may have impacts upon visual amenity are outlined in section 6.34.

Eldonwood Drive and Chestnut Lane (Eldonwood Subdivision)

6.51. I consider that the assessments used for viewpoints 1 -3 (refer sections 6.39-6.41) can be applied to the assessment of effects on visual amenity for the properties within the Eldonwood Subdivision (18, 22, 24, 26, 32 Eldonwood Drive, 4, 7, 1 Chestnut Lane and 36, 40, 45 and Eldonwood Drive), due to the selected images sitting at the boundary of the Eldonwood subdivision and the site.

6.52. A visual simulation of the approximate 'worse case scenario' experienced at Chestnut Lane has been produced by Greenwood Associates and is provided below in

[33] Te Tangi A Te Manu – Aotearoa New Zealand landscape Assessment Guidelines – Published July 2022
[34] Te Tangi A Te Manu – Aotearoa New Zealand landscape Assessment Guidelines – Published July 2022

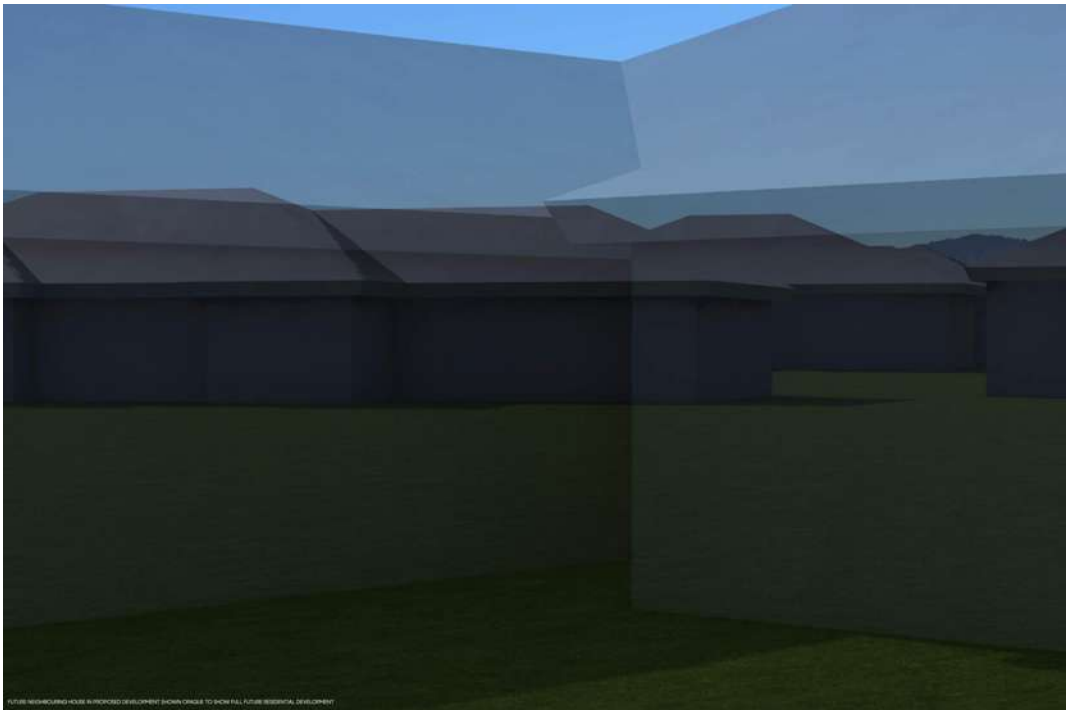


Figure 21: Future anticipated built-form at Chestnut Lane[35]

6.53. As outlined in the design guidelines no fences will be placed at this boundary / the existing post and rail fence at the Eldonwood subdivision will be retained. Selected adjacent lots will have a tree installed to provide some screening between adjacent rear yards and the existing Eldonwood subdivision properties.

6.54. Therefore, taking the preceding analyses into account, I am of the opinion that the effects upon visual amenity upon the properties in the Eldonwood subdivision that neighbour the site brought about by the proposal to be **Moderate**[36] with the increase in rating of effects on visual aenity taking into account the 'worse case scenario' where there is less separation between existing dwellings and the site.

Peakedale Drive and Bowman Road

6.55. The below images (refer Figure 22) are obtained at the common boundary of the site at 56 Peakedale Drive and 12 Bowman Road.

[35] Source: Greenwood Associates – 'Residential Visual Simulation Landscape Package for' drawing 2149A/13 – dated 10/06/25
[36] Te Tangi A Te Manu – Aotearoa New Zealand landscape Assessment Guidelines – Published July 2022

Figure 22: View to site from neighbouring property 56 Peakedale Drive (top) and 12 Bowman Road (bottom)[37]

6.56. As outlined in the design guidelines no fences will be placed at this boundary, with the boundary fencing at the neighbouring lots to be retained, this fencing at the Peakdeale Drive lots that have been developed is a combination of closed board paling fencing and open aluminium fencing.

[37] Source: Images taken by myself 08/11/204 (top) and 23/05/2025 (bottom)

6.57. Whereas, at the Bowman Road interface a post and rail fence is used to define the boundary with the site on these, yet to be developed, lots.

Figure 23: Existing post and rail fence defining boundary between lots at Bowman Road and site[38]

6.58. I am unaware if there are any provisions governing fencing at Bowman Road, therefore it is likely that like the house shown at Peakedale Drive in the background of the top photograph that the owners of these lots may erect a closed board fence within the existing post and rail fence.

6.59. Greenwood Associates have prepared a series of visual simulations using the image obtained from within 56 Peakedale Drive, to provide a simulation of the visual effects experienced from these properties at Peakedale Drive and Bowman Road, these visual simulations are reproduced below in Figure 24.

[38] Source: Images taken by myself 08/11/204 (top) and 23/05/2025 (bottom)

Figure 24: Simulations of northern edge of proposed residential community viewed from within 56 Peakedale Drive[39]

6.60. As outlined in the assessment for viewpoint 4 (refer section 6.42) the presence of residential built-from across the site represents a continuation of the urban edge, within which the site will be viewed, therefore essentially the view towards the site

[39] Source: Greenwood Associates – 'Residential Visual Simulation Landscape Package for' drawings 2149A/04-06 – dated 10/06/25

will be largely the same as what will be seen when looking away from the site (i.e.: to the south and east) down Peakedale Drive.

6.61. Therefore, taking the preceding analyses into account, I am of the opinion that the effects upon visual amenity upon the properties on Peakedale Drive and Bowman Road that neighbour the site brought about by the proposal to be **Low**[40]

Highgrove Subdivision (Five lots bordering the site)

6.62. Five (5) lots directly border the western boundary of the site of the proposed retirement village. These five (5) lots are addressed as follows (as located north to south); 10 Orchard Place, 33 Highgrove Avenue, 35 Highgrove Avenue, 47 Highgrove Avenue and 51 Highgrove Avenue.[41] In addition to the western boundary 50 Highgrove Avenue also neighbours the southern boundary, with 51 Highgrove Avenue neighbouring the southern boundary.

6.63. In terms of the lots neighbouring the southern boundary of Highgrove estate (50 & 51 Highgrove Avenue), I consider the assessment provided for viewpoint 5 (refer section 6.43) to be applicable to these southern lots as the image used for the viewpoint assessment sits in close proximity to these lots and the consistency of the southern boundary treatment, therefore the effects upon visual amenity of these southern lots generated by the proposal can be considered to be **Very Low**[42].

6.64. In terms of the lots at the eastern boundary of Highgrove estate (10 Orchard Place, 33 Highgrove Avenue, 35 Highgrove Avenue, 47 Highgrove Avenue and 51 Highgrove Avenue), as per the proposed design guidelines, no fences are proposed at the lots within the proposed residential community at this common boundary, however each lot will contain one tree to increase privacy between the aforementioned lots and the lots within the proposed residential community.

6.65. The image below (refer Figure 25) show the treatment of this boundary within Highgrove estates, with two lines of trees and a hedge.

[40] Te Tangi A Te Manu – Aotearoa New Zealand landscape Assessment Guidelines – Published July 2022
[41] Note: Address information not available on LINZ maps or MPDC planning maps. Address information is sourced from real estate information listed at https://www.highgrove-matamata.co.nz/available-sections (sourced: 14/05/2025)
[42] Te Tangi A Te Manu – Aotearoa New Zealand landscape Assessment Guidelines – Published July 2022

Figure 25: Treatment within Highgrove Estates at the western boundary of the proposed residential community (i.e.: the eastern boundary of Highgrove Estate)[43]

6.66. Coupled with the proposed tree planting in the residential lots within the site, the existing treatment within Highgrove estates will provide a deep, vegetated buffer between residential built-form elements.

6.67. Greenwood Associates have prepared a series of visual simulations using an image obtained from within Highgrove Estates showing the typical interface at the common boundary at the western boundary of the site (eastern boundary of Highgrove Estates). The image has been captured when standing below the hedge shown in the image provided in Figure 25 and is intended to show the proposed specimen tree in the rear yards of the adjacent residential lots. These specimen trees will be planted by individual lot owners as per of the resource consent process, with species dictated by the design guidelines.

[43] Source: Images taken by myself 08/11/204 (top) and 23/05/2025 (bottom)

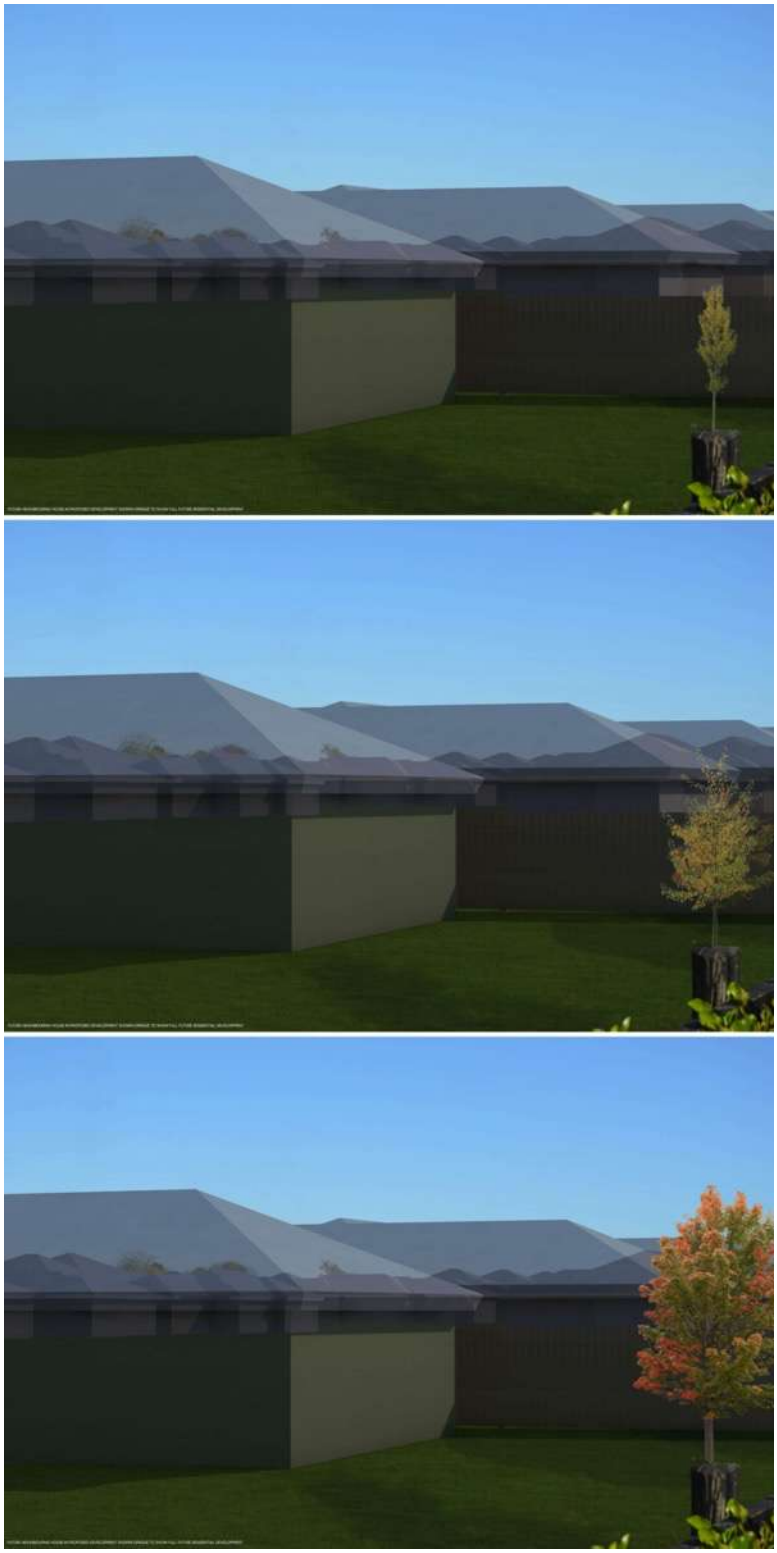


Figure 26: Simulations of from common boundary with Highgrove Estate showing the growth of the proposed rear yard specimen trees[44]

6.68. Whilst I anticipate that the existing boundary planting within Highgrove Estate will grow to a height / width to provide a loose screen towards the site, I acknowledge the applicant has no control over the retention of this planting and this treatment

[44] Source: Greenwood Associates – 'Residential Visual Simulation Landscape Package for' drawings 2149A/04-06 – dated 10/06/25

relies on the respective lot owners / ownership society (of Highgrove Estates) maintaining these trees as a screen.

6.69. This screen within Highgrove Subdivision will be supplemented by the proposed specimen trees in the rear yards of the proposed lots at the western boundary of the site, although the intent of this tree is not so much to screen built-form and the site as it is to afford privacy between neighbours by allowing for a three tree buffer between lots.

6.70. Therefore, the level of effects is dependent on the perceived likelihood that this screen planting would be removed from Highgrove Estate.

6.71. In my opinion, it is reasonable to assume that this screen planting will remain in the medium to long term as it provides both a visual screen and shelter from southerly and easterly winds. I am also of the opinion that the developer of Highgrove Estate has purposely used two rows of trees to create a screen, possibly in the expectation that as per the structure plan it is anticipated to be developed into residential (as per the applicant's proposal) therefore I consider it unlikely that this screen planting would be purposely removed prior to establishment of residential built-form at the site and whilst trees can die, based on my observations these trees appear to be well maintained and cared for and are in good health are considered hardy and have a high survival rate, thus I am confident of their survival in the medium to long term.

6.72. In the case of lots that are currently unsold / undeveloped, the large size of the lots in Highgrove sub-division also allow for the future occupants to set back their dwellings from this boundary at a distance greater than the 10m outlined in the MPDP if they wish for a greater setback from the proposed residential community.

6.73. Therefore, taking the preceding analyses into account, I am of the opinion that the effects upon visual amenity upon the properties within Highgrove Estates that neighbour the site on its western boundary (eastern boundary of Highgrove Estate) brought about by the proposal to be **Low**[45] (note that as a frame of reference, if the boundary planting in Highgrove Estate was not present, the rating of effects would be assessed as 'Moderate').

Station Road (Six lots bordering the site)

6.74. Six (6) rural residential lots, that are accessed from Station Road, directly border the northern tip of the propose residential community, of these six (6) lots, five (5) (135 Station Road, 129A & 129B Station Road (both accessed from Chestnut Lane) and 6 & 8 Odlum Drive) contain dwellings, whilst a sixth lot is currently vacant.

6.75. A stormwater detention pond directly neighbours 129B Station Road with 129A and 135 Station Road directly neighbouring the northern access road.

[45] Te Tangi A Te Manu – Aotearoa New Zealand landscape Assessment Guidelines – Published July 2022

6.76. Opposite this access road (i.e.: on the opposing verge to the aforementioned properties) sits a single row of residential properties and another stormwater detention pond. Therefore, 135 Station Road will sit opposite a row of dwellings, whereas 129B and 129A Station Road sit opposite a combination of residential dwellings and a stormwater detention pond.

6.77. The fencing treatment at the Stormwater pond is proposed (through the design guidelines) to be a 1.5m post and rail fence, the interface with the street will receive no additional fence with the existing fences of the aforementioned properties to be maintained.

6.78. The aforementioned strip of residential lots at the northern tip of the site (eight lots) will neighbour 6 & 8 Odlum Drive, with the northern-most five (5) lots sharing a common boundary with these properties.

6.79. The aforementioned eight (8) lots will retain a hedge that currently sits at the eastern boundary of the site, this hedge will be retained to maintain the same screening to the aforementioned native properties.

6.80. The aforementioned access road, contains street trees on both verges, thus this will act as an informal screen between 129A, 129B and 135 Station Road.

6.81. This row of trees extends to the perimeter of the two (2) aforementioned stormwater ponds, which likewise provides an informal screen between the site and 129A Station Road.

6.82. Therefore, taking the preceding analyses into account, I am of the opinion that the effects upon visual amenity upon the aforementioned properties accessed from Station Road that neighbour the site brought about by the proposal to be **Low-Moderate**[46]

72 A & 72B Hinuera Road

6.83. The southern boundary of the proposed residential community directly neighbours both 72A and 72B Hinuera Road for a distance of approximately 610m, with 72A Hinuera Road neighbouring the majority of this boundary for 553m.

6.84. This boundary will be neighboured by thirty-seven (37) residential properties of approximate equal size. The rear yards of these properties will look over the paddocks of these two properties.

6.85. At present views between the site and these neighbouring properties are obscured by a hedge row / shelter belt of large shrubs and small trees at a height of approximately 4m.

6.86. I have been informed by the applicant that this hedge will most likely need to be removed due to future earthworks, however as the design develops it may be able to be retained, albeit in a reduced form, most likely at a maximum height of 2m.

[46] Te Tangi A Te Manu – Aotearoa New Zealand landscape Assessment Guidelines – Published July 2022

6.87. In the event that this hedge is removed a 1.5m post and rail fence will be used to define the boundary.

6.88. Therefore the outlook from within the aforementioned properties towards the site will change from one of a typical rural hedgerow to one of a row of residential properties. These lots will be implemented in three stages, thus the change from the current outlook to the proposed one will be a graduated process rather than an instant one.

6.89. This setback of the dwellings on these lots from this common boundary (260m at 72A and 155m at 72B) ensures that there is no adverse effects on privacy to these lots due to distance preventing overlooking into private living spaces.

6.90. Therefore, whilst the change in outlook will result in a loss of the traditional rural character in terms of what can be seen, the actual effects on visual amenity are limited due to separation between built-form elements, which also provide sufficient space if the owners of the two affected properties wish to employ their own measures to reduce any perceived impacts on visual amenity.

6.91. Therefore, taking the preceding analyses into account, I am of the opinion that the effects upon visual amenity upon the aforementioned properties at Hinuera Road that neighbour the site brought about by the proposal to be **Low-**[47]

7. Effect on prevailing landscape character values

7.1. As outlined through this report, the proposed residential community sits at a position within the landscape, where it currently represents the transition between the rural-residential landscape and a traditional rural landscape and also at a point where the urban edge is pushing further into the traditional rural landscape.

7.2. The proposal will essentially see a shift of the urban edge into the traditional rural landscape, a process that has begun along the Peakedale Drive corridor.

7.3. This shift of the urban edge continues the patterning established in Peakedale Drive by maintain the same streetscape patterning with threes and lawn and maintaining lots of a similar size to ensure that the future residential built-form established upon the proposed lots is of a similar size and bulk to that established / being established on Peakedale Drive and the surrounding streets.

7.4. Whilst, ostensibly, changing the prevailing land-use from ‘traditionally rural’ one to a more traditionally ‘rural’ / ‘urban land use may represent a high level of effect on the prevailing landscape character values, as outlined in sections 3.42-3.53 it is more of how the dynamic process of evening the urban edge is managed as a degree of expectation exists that this edge will be extended as has been conveyed through the local statutory structural plans and conveyed visually through the extension of the urban / residential edge through the Peakedale Drive corridor

[47] Te Tangi A Te Manu – Aotearoa New Zealand landscape Assessment Guidelines – Published July 2022

7.5. I referred to this process through sections 3.47-3.53 as ‘managing the landscape values’ in sections 3.50 and 3.53, wherein I identified the following three (3) points as being critical to managing the landscape values in terms of managing the dynamic process of extending the urban edge into a traditional rural environment;

- *‘Restrict fencing to a single type, either to be installed at the sub-division stage by the applicant or individually by individual lot owners, I recommend a 1.2m post and rail fence with consideration to providing shrub planting and/or a hedge behind this fence.*

- *Keep verge treatment (in terms of tree planting and lawns) on the Peakedale Drive extension with that already installed in the adjacent development (refer Figure 27 below), this can be modified to be more site specific towards the centre of the residential development. Keeping the streetscape consistent will allow for a smooth visual transition between communities and will avoid creating an ‘entrance statement’ and rather will present the entire residential areas as one larger neighbourhood rather than separate communities.*

Figure 27: Example of existing streetscape treatment in neighbouring residential community[48]

- *Additionally, the front yard treatments of the lots in the adjacent residential community vary from low-level retaining, to no fences, to brick fences (refer Figure 11 above), this should be encouraged in lots near the transition point at the Peakedale Drive extension to maintain the continuity of streetscape character.’*

[48] Source: Image taken by myself 26/04/2024

7.6. I am satisfied that all of the above have been addressed through, both the proposed design guidelines and the overall landscape plans, therefore I am confident that the proposal will represent a logical continuation of the urban edge that both visually and aurally (i.e.: noises generated through vehicular traffic movements) will be seen as congruent with the current ongoing extension of the urban edge and will be perceived as forming a part of the wider Matamata township rather than being perceived as a separate village,

7.7. Therefore, taking the above and the preceding analyses through section 6 the effect of the proposal on the prevailing landscape character values can be considered as **Low-Moderate**[49] when examined in the context of the wider landscape.

8. Conclusion

8.1. The proposal will see the establishment of a residential community, within a wider site that will also see the establishment of a solar farm (the 'southern solar farm') and a retirement village and an associated area of green space that serves as a stormwater corridor and a recreational area. A paddock to the west of the proposed retirement village will be left undeveloped at this stage, with the potential to be utilised for an extension of the proposed retirement village once it is completed.

8.2. The site of the proposed residential community sits within a landscape that is undergoing a dynamic process of expanding an existing urban edge into a traditionally rural environment, this can be seen in the pockets of rural-residential properties along the station Road corridor and the development of the Peakedale Drive corridor which is essentially pushing the Matamata township into a traditional rural environment

8.3. A series of design guidelines have been prepared in conjunction with a set of landscape plans to ensure that the process of managing the continued expansion of the urban edge is managed in a way that is sympathetic to the local landscape character values (of which the moving urban edge is a constituent element).

8.4. Overall, for the reasons outlined in detail in this report, I consider that the level of cumulative adverse landscape effects generated by the proposal in its completed form (i.e.: completion of stage 8) will be **Low-Moderate** [50]

[49] Te Tangi A Te Manu – Aotearoa New Zealand landscape Assessment Guidelines – Published July 2022
[50] Te Tangi A Te Manu – Aotearoa New Zealand landscape Assessment Guidelines – Published July 2022

Client Unity Developments	Project Landscape Assessment -, Ashbourne, Proposed Residential Community	Drawing Appendix 1 - Viewpoint Location Map (Public Realm)	Issue Date 10/06/25 Issue FINAL	N greenwood associates

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Drawing
Appendix 2.1 - Viewpoint 1-1

Camera: Nikon D5100
Sensor: 23.6 x 15.6mm CMOS
Lens: AF-S NIKKON 18-55mm 1:3.5-5.6G Locked at 55mm Length
Image date: 18th March 2025

Image dimension: 400x267mm @ A3
Image to be viewed at: 500mm distance.
Distance to site: Approx.194m

Issue Date
10/06/25
Issue
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Drawing
Appendix 2.2 - Viewpoint 1-2

Camera: Nikon D5100
Sensor: 23.6 x 15.6mm CMOS
Lens: AF-S NIKKON 18-55mm 1:3.5-5.6G Locked at 55mm Length
Image date: 18th March 2025

Image dimension: 400x267mm @ A3
Image to be viewed at: 500mm distance.
Distance to site: Approx.194m

Issue Date
10/06/25
Issue
FINAL

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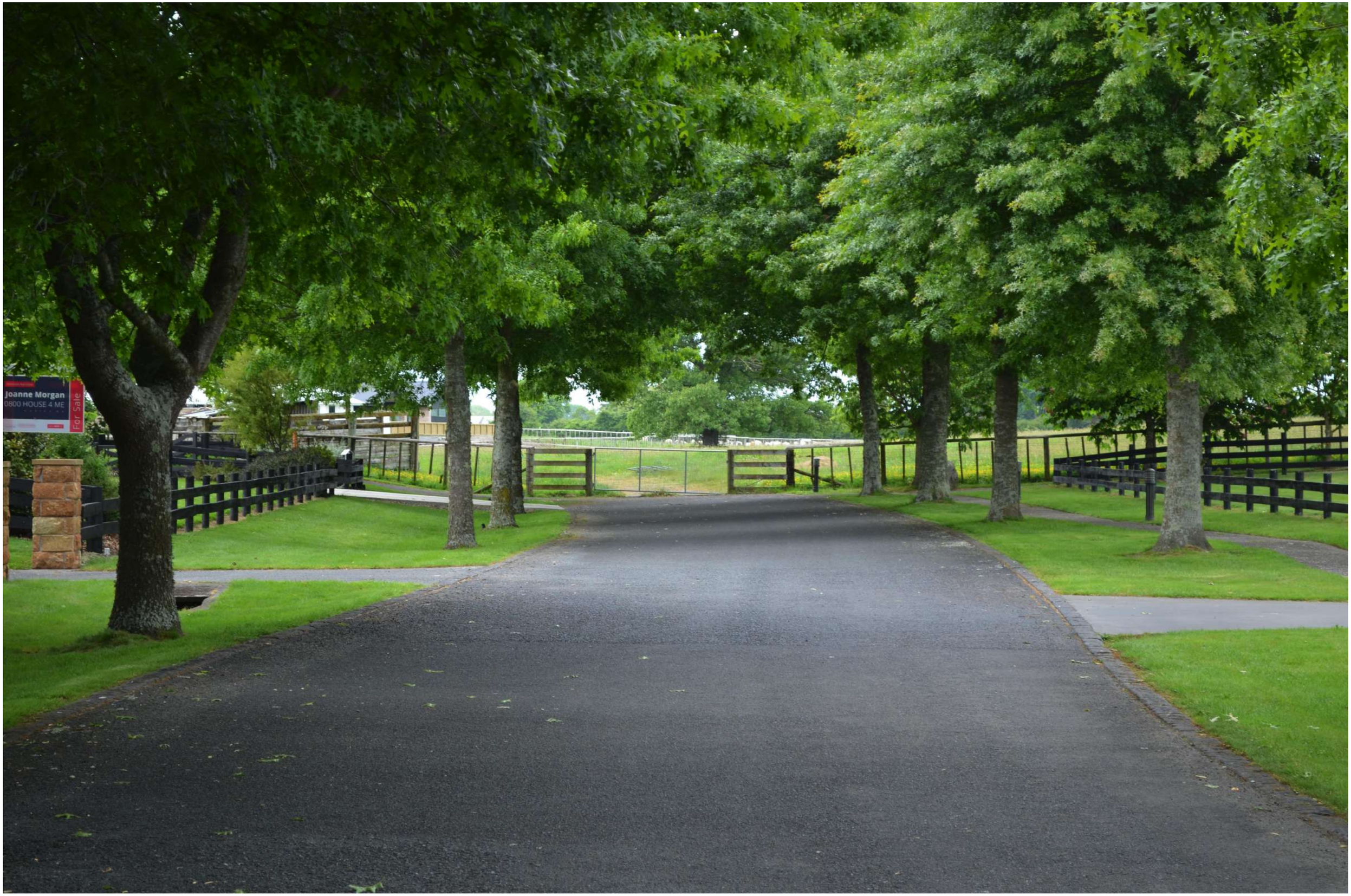

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Drawing
Appendix 2.3 - Viewpoint 1-3

Camera: Nikon D5100
Sensor: 23.6 x 15.6mm CMOS
Lens: AF-S NIKKON 18-55mm 1:3.5-5.6G Locked at 55mm Length
Image date: 18th March 2025

Image dimension: 400x267mm @ A3
Image to be viewed at: 500mm distance.
Distance to site: Approx.90m

Issue Date
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Issue
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Drawing
Appendix 2.4 - Viewpoint 1-4

Camera: Nikon D5100
Sensor: 23.6 x 15.6mm CMOS
Lens: AF-S NIKKON 18-55mm 1:3.5-5.6G Locked at 55mm Length
Image date: 18th March 2025

Image dimension: 400x267mm @ A3
Image to be viewed at: 500mm distance.
Distance to site: Approx.0m

Issue Date
10/06/25
Issue
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Drawing
Appendix 2.5 - Viewpoint 2-1

Camera: Nikon D5100
Sensor: 23.6 x 15.6mm CMOS
Lens: AF-S NIKKON 18-55mm 1:3.5-5.6G Locked at 55mm Length
Image date: 18th March 2025

Image dimension: 400x267mm @ A3
Image to be viewed at: 500mm distance.
Distance to site: Approx.60m

Issue Date
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Drawing
Appendix 2.6 - Viewpoint 2-2

Camera: Nikon D5100
Sensor: 23.6 x 15.6mm CMOS
Lens: AF-S NIKKON 18-55mm 1:3.5-5.6G Locked at 55mm Length
Image date: 18th March 2025

Image dimension: 400x267mm @ A3
Image to be viewed at: 500mm distance.
Distance to site: Approx.10m

Issue Date
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Drawing
Appendix 2.7 - Viewpoint 2-3

Camera: Nikon D5100
Sensor: 23.6 x 15.6mm CMOS
Lens: AF-S NIKKON 18-55mm 1:3.5-5.6G Locked at 55mm Length
Image date: 18th March 2025

Image dimension: 400x267mm @ A3
Image to be viewed at: 500mm distance.
Distance to site: Approx.0m

Issue Date
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Drawing
Appendix 2.8 - Viewpoint 3-1

Camera: Nikon D5100
Sensor: 23.6 x 15.6mm CMOS
Lens: AF-S NIKKON 18-55mm 1:3.5-5.6G Locked at 55mm Length
Image date: 18th March 2025

Image dimension: 400x267mm @ A3
Image to be viewed at: 500mm distance.
Distance to site: Approx.24m

Issue Date
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Drawing
Appendix 2.9 - Viewpoint 3-2

Camera: Nikon D5100
Sensor: 23.6 x 15.6mm CMOS
Lens: AF-S NIKKON 18-55mm 1:3.5-5.6G Locked at 55mm Length
Image date: 18th March 2025

Image dimension: 400x267mm @ A3
Image to be viewed at: 500mm distance.
Distance to site: Approx.0m

Issue Date
10/06/25
Issue
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Drawing
Appendix 2.12 - Viewpoint 4-3

Camera: Nikon D5100
Sensor: 23.6 x 15.6mm CMOS
Lens: AF-S NIKKON 18-55mm 1:3.5-5.6G Locked at 55mm Length
Image date: 18th March 2025

Image dimension: 400x267mm @ A3
Image to be viewed at: 500mm distance.
Distance to site: Approx. 75m

Issue Date
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Drawing
Appendix 2.13 - Viewpoint 5

Camera: Nikon D5100
Sensor: 23.6 x 15.6mm CMOS
Lens: AF-S NIKKON 18-55mm 1:3.5-5.6G Locked at 55mm Length
Image date: 18th March 2025

Image dimension: 400x267mm @ A3
Image to be viewed at: 500mm distance.
Distance to site: Approx.60m

Issue Date
10/06/25
Issue
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Drawing
Appendix 2.14 - Viewpoint 6

Camera: Nikon D5100
Sensor: 23.6 x 15.6mm CMOS
Lens: AF-S NIKKON 18-55mm 1:3.5-5.6G Locked at 55mm Length
Image date: 18th March 2025

Image dimension: 400x267mm @ A3
Image to be viewed at: 500mm distance.
Distance to site: Approx. 40m

Issue Date
10/06/25
Issue
FINAL

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Drawing
Appendix 2.15 - Viewpoint 7

Camera: Nikon D5100
Sensor: 23.6 x 15.6mm CMOS
Lens: AF-S NIKKON 18-55mm 1:3.5-5.6G Locked at 55mm Length
Image date: 18th March 2025

Image dimension: 400x267mm @ A3
Image to be viewed at: 500mm distance.
Distance to site: Approx. 30m

Issue Date
10/06/25
Issue
FINAL

greenwood associates

Client
Unity Developments

Project
Landscape Assessment -, Ashbourne, Proposed Residential Community

Drawing
Appendix 2.16 - Viewpoint 8-1

Camera: Nikon D5100
Sensor: 23.6 x 15.6mm CMOS
Lens: AF-S NIKKON 18-55mm 1:3.5-5.6G Locked at 55mm Length
Image date: 18th March 2025

Image dimension: 400x267mm @ A3
Image to be viewed at: 500mm distance.
Distance to site: Approx.155m

Issue Date
10/06/25
Issue
FINAL

greenwood associates

Client
Unity Developments

Project
Landscape Assessment –, Ashbourne, Proposed Residential Community

Drawing
Appendix 2.17 - Viewpoint 8-2

Camera: Nikon D5100
Sensor: 23.6 x 15.6mm CMOS
Lens: AF-S NIKKON 18-55mm 1:3.5-5.6G Locked at 55mm Length
Image date: 18th March 2025

Image dimension: 400x267mm @ A3
Image to be viewed at: 500mm distance.
Distance to site: Approx.125m

Issue Date
10/06/25
Issue
FINAL

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