

Boffa Miskell



Warkworth Residential Development

Fast Track Referral – Urban Design & Landscape Assessment Summary

Report

Prepared for Warkworth RV Limited

21 November 2025





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1.0 Introduction

1.1 Purpose and Context

As part of a wider project team led by project planners, The Planning Collective, Boffa Miskell Urban Designers and Landscape Architects have provided assistance to Arvida Limited in the masterplanning, design, plan provisions, and related effects assessment in respect of their Private Plan Change (PPC) and related resource consent application in respect of their proposed retirement village on Matakana Road, Warkworth.

This memo is in respect of a referral request by Warkworth RV Limited¹ under the Fast-track Approvals Act 2024 for resource consents in respect of a comprehensive residential development on 54ha of land on Matakana Road Warkworth (the 'Site'). The memo sets out the site context, the nature of development anticipated for the Site, and an assessment of anticipated and known adverse effects of the project on the environment with respect to urban design and landscape/visual matters to address section 13(4)(h) of the Fast-track Approvals Act 2024.

1.2 Qualifications and Experience

The authors of this memo, Urban Designer s 9(2)(a) and Landscape Architect s 9(2)(a) are highly experienced practitioners with extensive experience in respect of Council Hearings and the Environment Court. Both have been involved in the site assessment, masterplanning and effects assessment reporting since the commencement of Arvida's masterplanning of the Site in 2023, the masterplanning having been led by Masterplanners Six Degrees.

Both are long standing members of Auckland Council's Auckland Urban Design Panel.

s 9(2)(a) is co-author of Te Tangi a te Manu, Aotearoa New Zealand Landscape Assessment Guidelines published by Tuia Pito Ora, the New Zealand Institute of Landscape Architects in July 2022.

1.3 Code of Conduct

In preparing this preliminary assessment, the report authors have read and made themselves familiar with the Environment Court's Code of Conduct for Expert Witnesses, contained in the Environment Court Practice Note 2023. Other than where stated, we confirm that the matters addressed in this preliminary report / memo are within our areas of expertise and that we have not omitted to consider material facts known to us that might alter or detract from our assessment and the opinions we express.

¹ Warkworth RV Limited is wholly owned by Arvida Limited.

2.0 Methodology

2.1 Landscape Effects Assessment

This preliminary assessment is consistent with the concepts, principles, and approaches in 'Te Tangi a te Manu – Aotearoa New Zealand Landscape Assessment Guidelines', Tuia Pito Ora New Zealand Institute of Landscape Architects, July 2022.

As part of the assessment, the Site has been observed and the preliminary development proposal considered from both proximate and more distant locations within the established landscape of the locality.

In assessing the scale of landscape effects, a seven-point scale of effects will be applied, as recommended in Te Tangi a te Manu², and as set out below:



Effects will be assessed in terms of the values of the landscape, having first understood its characteristics in terms of the physical, associative and perceptual realms of the landscape. Importantly, it is understood that change in a landscape does not of itself generate adverse effects.

2.2 Urban Design Assessment

The potential urban design effects (both beneficial and adverse) of the proposal are assessed from a synthesis of:

- the requirements of the Resource Management Act 1991 ('RMA');
- the National Policy Statement on Urban Development ('NPS-UD') requirements for a well-functioning urban environment;
- relevant chapters of the Auckland Unitary Plan ('AUP'), including Regional Policy Statement ('RPS') objectives and policies and rural and residential zone provisions;
- urban design guideline documents, including The New Zealand Urban Design Protocol and Auckland Council's The Auckland Design Manual;
- an understanding of the characteristics of the Site and the wider area; and
- general good urban design practice.

This has resulted in the following outcomes to assess the proposal against:

- A quality compact urban form;
- Character;
- Connected and integrated neighbourhoods;

² "Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines" (July 2022) Tuia Pito Ora New Zealand Institute of Landscape Architects <www.nzlia.co.nz> at [6.2.1].

- Public realm interfaces;
- Residential amenity; and
- Effects on neighbours.

3.0 The Site and its Landscape Context

The 54ha Site is largely defined by boundaries with Matakana Road to the west, the Warkworth Golf Club to the east, the Rodney Coop Lime Quarry to the south-east, and various properties in private ownership to the south, refer Figure 1 below. The alignment of the Future Sandspit Link Road, subject to a Notice of Requirement by Auckland Transport and which is a planned eastward extension of the recently constructed Te Honohono Ki Tai Road, traverses the Site close to its southern boundary.



Figure 1: Site location.

As illustrated in Figure 1, the Site is rural and pastoral in character. Existing vegetation is limited in extent and is located along the Site’s northern overland flowpaths and stream corridors (largely exotic), with another grouping (predominantly native bush) at the southern end of the Site.

Topographically, the Site lies in the upper reaches of a small part of the Mahurangi River catchment draining to the south. It comprises part of the upper reaches of two stream corridors separated by a high point knoll, refer Figure 2 below, located to the east of Matakana Road. The knoll is locally recognisable, including in views from Matakana Road, by the presence of a farm water tank on the top of the knoll.

Across Matakana Road to the west on Clayden Road, opposite the Site and on higher ground above the road, there is an area of established large lot suburban residential development with sites circa 2,500m² in area, refer Figure 3 below.

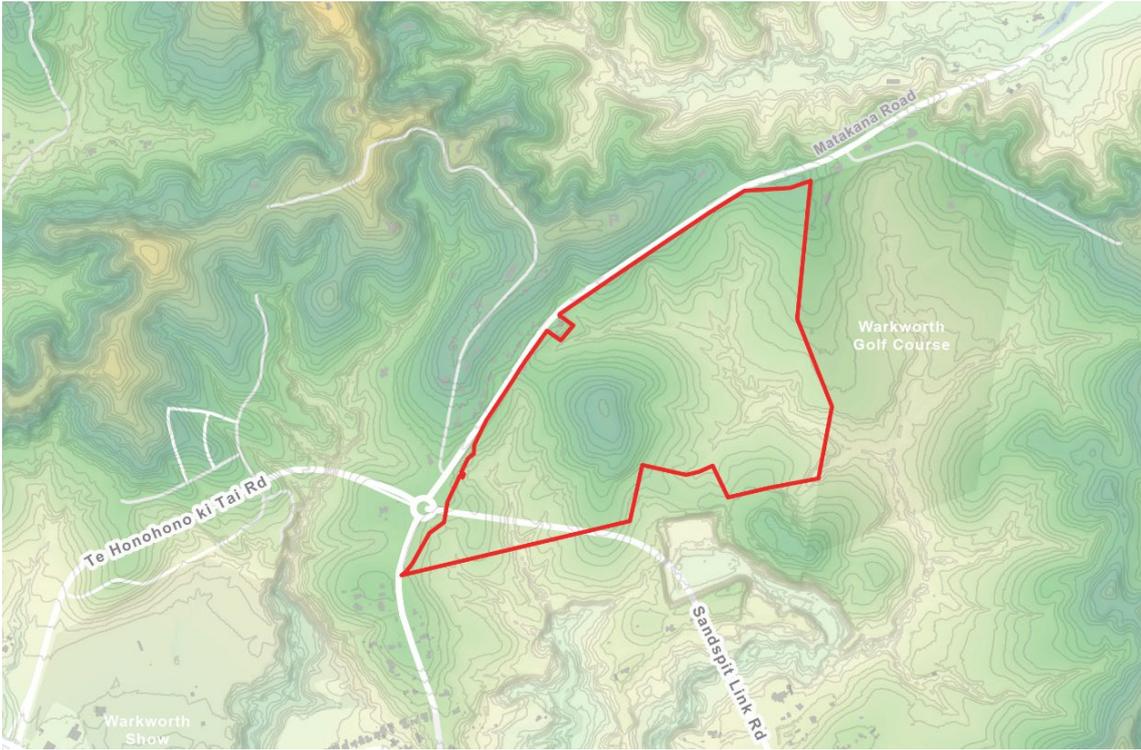


Figure 2: Existing topography of the Site and surrounds.



Figure 3: Oblique aerial photograph showing the existing large lot residential development to the west of Matakana Road on Clayden Road.

Extensive greenfield development has occurred in Warkworth in recent years in line with Council's urban growth aspirations for the satellite town and the corresponding extent of Future Urban (FUZ) zoned land the council identified. In the context of Warkworth RV Limited's landholding this includes the formation of the new northern Matakana Link Road known as Te

Honohono Ki Tai Road. Plan Change 40 to the AUP has rezoned a significant land area accessed from Te Honohono Ki Tai Road in the north-west of Warkworth from Future Urban Zone ('FUZ') to live urban zonings and has introduced the Warkworth Clayden Road Precinct into the AUP. Land development in this part of Warkworth to the immediate west of the Site has commenced, with residential development marketed as Warkworth Ridge. Bulk earthworks, roadways, the creation of suburban lots with substantial associated timber retaining walls, and the first houses have now been constructed. In time, the Warkworth Clayden Road Precinct can be expected to fully urbanise, with residential densities consistent with those enabled by the Precinct's majority Residential - Mixed Housing Urban ('MHU') zoning and smaller areas of Residential – Single House, Residential -Mixed Housing Suburban ('MHS') and Residential – Large Lot ('Large Lot') zoning. Sites in the Precinct range from approximately 200m² to 4,000m².

The Site therefore lies on the immediate urban / rural interface of the north-eastern edge of Warkworth in the location anticipated to form the edge of the Satellite Town.

4.0 Statutory Context

Warkworth is the Auckland Region's northern Satellite Town as set out in the Auckland Plan 2050. Auckland Council's Warkworth Structure Plan 2019 ('WSP') sets out a pattern of land use and a supporting infrastructure network for approximately 1,000ha of FUZ land immediately surrounding Warkworth.

The Site is in an area identified in the Council's Auckland Future Development Strategy –2023 – 2053 ('FDS') as being within 'Warkworth North.' The FDS shows Council intends for the Site to be developed for urban purposes and live zoned soon. This Site is the largest remaining landholding in single ownership in Warkworth North that is not subject to an approved plan change with the land live zoned and under development.

The Site is located within the north-east of the developing urban area of Warkworth. The Rural Urban Boundary ('RUB') crosses over the Site following the northern cadastral boundary of 286A Matakana Road, with the south-west part of the Site being within the FUZ and the north-east part of the Site being zoned Rural – Mixed Rural. Urban development is anticipated within the FUZ, with Council's most recent strategic vision for the future urban land uses set out in the WSP. Landscape assessment to support Council's WSP was undertaken by landscape architect Stephen Brown. His 2019 Landscape Assessment prepared for the WSP identified a strategy for recognition and protection of the important landscape attributes identified including:

Protection and Conservation of:

- The Mahurangi River Escarpment and forest within ONL43, including its immediate ridge backdrop, and High Natural Character (HNC) Area 58 (perhaps by limiting future building footprints to locations at least 3-5m below the nearest ridgeline crest of the Mahurangi River 'escarpment');
- The primary stream corridors and associated stands of semi-mature, to mature, bush associated with the Right and Left Branches of the upper Mahurangi River and their major tributaries (including either side of the Falls), together with the stream corridor....at the centre of the valley system between Sandspit and Matakana Roads;

Retention as Far as Possible of:

- The hill-top knolls near the Warkworth Showgrounds, immediately east of Matakana Road and at the end of Clayden Road;

Retention as Open Space and Revegetation of:

- The main stream trunk in the valley between Matakana and Sandspit Roads.

5.0 The Proposal.

The Proposal is fully described by The Planning Collective, and illustrated in the Scheme Plan and drawing set, including proposed Earthworks plans prepared by Chester, which are relied upon.

The Proposal involves the construction of 348 standalone dwellings across a range of lots sizes and a retirement village which includes 198 villas, a care centre, club house and associated amenities. The Project is separated into three Lots for residential development – Lot 1 (14.7162ha) in the south for MHU vacant residential lot development (264 lots alongside 4 super lots for circa 30 dwellings), a centrally located Lot 2 (21.8216ha) for the proposed retirement village and Lot 3 (17.5397ha) in the north for 54 larger residential sites (circa 2,500m² and larger in size), in addition to various areas of proposed land to vest as identified in the Chester Scheme Plan.

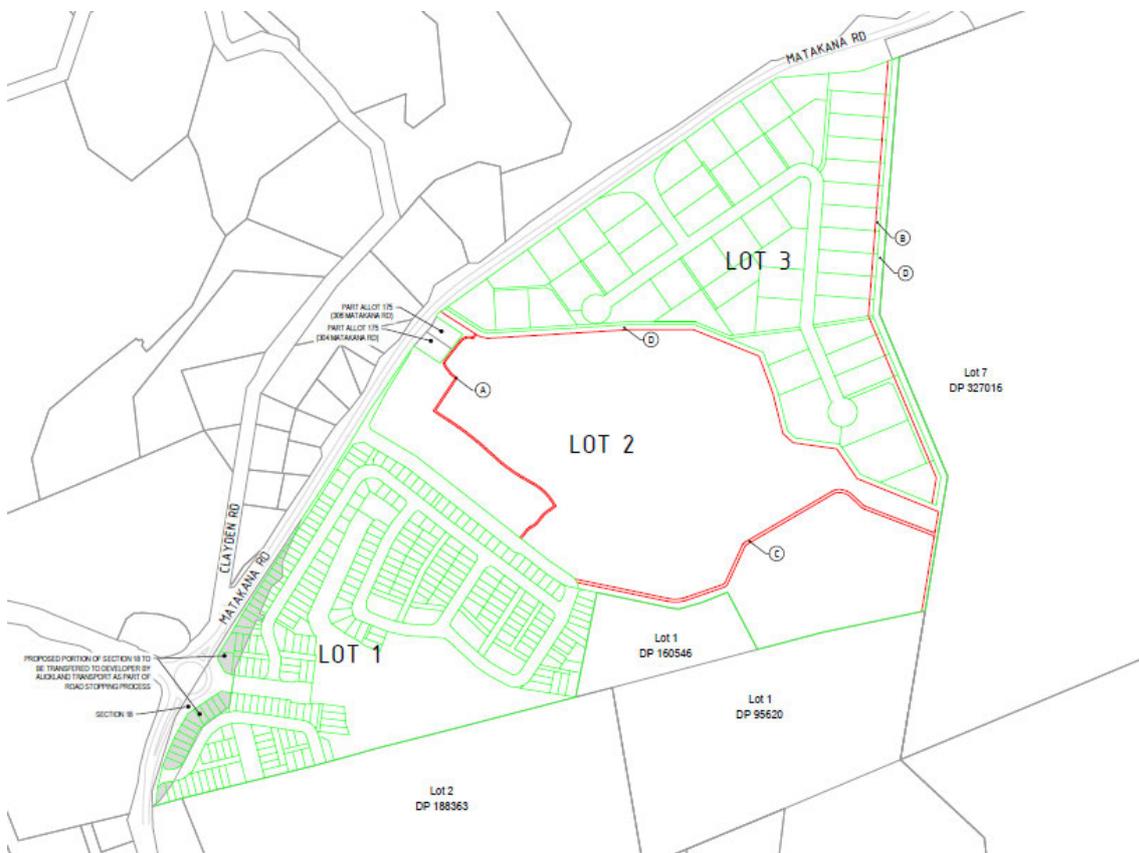


Figure 4: Scheme plan showing Lots 1, 2 and 3.

The Project is located on the urban edge of Warkworth and provides a natural extension to the existing Warkworth township. The design of the Project incorporating residential housing close to the township, a retirement village, and then large-lot residential as it transitions away from Warkworth responds to and establishes an appropriate interface between rural and residential land uses.

The Proposal provides for the protection of identified waterways with the creation of vegetated riparian corridors averaging 10m either side of the stream alignment and the provision of off-road cycle trail and pedestrian networks. The proposed trail network represents significant recreational amenity for current and future generations coupled with the environmental protection and enhancement of waterways.

Bulk earthworks involving cut and fill are proposed as part of the Proposal to achieve appropriate gradients for public roads, the retirement village whilst responding to topography and the retention of waterways and significant vegetation. Excess cut associated with the establishment of levels for the proposed Retirement Village in Lot 2 will be distributed as fill on Lots 1 and 3 with excess fill disposed of off-site. The high point, conical knoll in Lot 2 is proposed to be removed with a maximum cut of 18m. Fill depths are generally in the range of 1 to 4m average with localised maximums of 7m, 8m and in one part of the Lot 2 retirement village site 10m, in which location retaining walls are proposed. Earthworks have, however, been designed to avoid the requirement for high retaining walls with grass faced MSE retaining walls up to 1m height along parts of the Lot 1 riparian corridors.

The Lot 1 subdivision layout has been designed to provide for:

- the protection of identified streams;
- the 'Future Sandspit Link Road';
- a public street connection to the adjoining land to the south;
- off-road cycle trails;
- pedestrian connectivity; and
- future MHU residential development with good interfaces to streets and riparian corridors; and the protection of indigenous vegetation within the Site and on land to the immediate south.

The Lot 2 retirement village has been designed to provide:

- a permeable and legible internal street network;
- access to a range of communal and open space amenities for residents; and
- protection to identified streams.

The Lot 3 subdivision layout has been designed to:

- establish an appropriate Large Lot interface with Matakana Road and an appropriate transition to the golf course and rural land beyond;
- an off-road cycle trail along the Warkworth Golf Course boundary; and
- protect identified stream corridors and wetlands;

6.0 Effects of the Proposal

6.1 Landscape and Visual Effects

Landscape and visual effects are generated when the values associated with the nature and attributes of the landscape are affected, either beneficially – positive effects, or detrimentally – adverse effects. Changes to the landscape that have the potential to affect the values of the landscape, generating landscape effects, are the result of landform or vegetation modification or the introduction of new structures, activities or facilities into the landscape.

The process of change itself, i.e. the construction process and/or activities associated with the development, also carries with it specific visual impacts as distinct from those generated by a completed development.

The landscape and visual effects generated by any particular proposal can, therefore, be perceived as:

- Positive (beneficial), contributing to the visual character and quality of the environment;
- Negative (adverse), detracting from existing character and quality of environment; or
- Neutral (benign), with essentially no effect on existing character or quality of environment.

Effects on landscape are associated with a change to the physical, perceptual, and associative values of the landscape.

The degree to which landscape and visual effects are generated by any given development depends on a number of factors, these include:

- The degree to which a proposal contrasts, or is consistent, with the qualities of the surrounding landscape.
- The proportion of a proposal that is visible, determined by the observer's position relative to the objects viewed.
- The distance and foreground context within which a proposal is experienced.
- The area or extent of visual catchment from which a proposal is visible.
- The number of people in the locality, their location and situation (static or moving) in relation to the proposal.
- The backdrop and context within which a proposal is experienced.
- The predictable and likely known future character of the locality.
- The quality of the resultant landscape, its aesthetic values and contribution to the wider landscape character to the area.

Change in a landscape does not, of itself, necessarily constitute an adverse landscape or visual effect. Landscape is dynamic and is constantly changing over time in both subtle and more dramatic transformational ways, these changes are both natural and human induced.

Landscape effects are generated when the change affects the values of the landscape. In managing landscape change it is important that adverse effects are avoided or sufficiently mitigated to ameliorate the effects of the change.

The Proposal will introduce landscape effects in respect of large scale earthworks and recontouring of the landform to support greenfield urban residential development including a retirement village. The nature of this change is not unexpected within the FUZ and will be consistent with the extent and nature of earthworks undertaken at Warkworth Ridge and currently underway to the west on the Plan Change 25 land. The proposed modification of the landform has been designed to retain identified stream corridors and to provide for their protection and enhancement through riparian corridor planting. This will achieve the objective, identified during Council's structure planning process, of retaining as open space and revegetating those parts of 'the main stream trunk in the valley between Matakana and Sandspit Roads'. Identified wetlands have also been excluded from earthworks modification.

The Site does not include significant indigenous vegetation to be protected, other than an area of predominantly native bush in Lot 1. Proposed earthworks in Lot 1 have been designed to protect this native bush and existing indigenous vegetation to the immediate south.

The existing high point knoll will be extensively modified as it is not practicable to develop the Site for residential purposes and meet appropriate gradients for roading and retirement living, whilst retaining this relatively steep sided, small, conical landform. The background landscape assessment as part of the WSP recognised the likelihood of such hill-top knoll landform modification, seeking 'retention as far as possible' given the urban development aspirations for Warkworth.

Once established the modified landform will provide for and reinforce the hydrology of the upper Mahurangi River catchment with vegetated stream corridors and provide land available for efficient urban residential development at MHU and Large Lot densities. It will also contribute to the delivery of off road walking and cycling trails, as desired by the community and the Matakana Coast Trail Trust, and reflected in the Auckland Council Greenways Strategy. The trails will connect people to the natural environment including giving access to waterways and established remnant vegetation in the south of the Site.

Unlike many other locations undergoing greenfield urban development with the urban expansion of Warkworth the Proposal avoids the extensive use of retaining walls. The grading of earthworks have been carefully designed, in part in response to achieving desirable and appropriate landscape outcomes, to keep wall heights along riparian corridors below 1m maximum height and formed using grassed MSE walls to integrate required structures into the landscape.

In terms of landscape values the change brought to the landscape is considered to be consistent with the expectations of the FUZ and appropriately responsive to the qualities and values of the changing / urbanising landscape of Warkworth.

The new landform will reinforce open views from the public corridor of Matakana Road to the wider landscape enclosure of the Warkworth urban area to the ridgelines in the southeast, a defining aspect of the townships wider landscape context. The urban form will be influenced by the retained, vegetated waterway corridors which will reflect the natural pattern of the landscape.

6.2 Urban Design Amenity Effects

6.2.1 An appropriate rural-urban interface

The proposal will form a new northern entry point into Warkworth and do so in a manner which forms a positive transition between the surrounding rural areas and the urban area of the township. The following observations are made:

- When heading south-west along Matakana Road into Warkworth the immediate foreground view will be to houses (as these are constructed over time) in an open space setting of approximately 2,500m² lots, with a view to a revegetated stream corridor and then to the proposed Arvida retirement village of single storey villas and a low scale Amenity Building and Care Building to the rear. Travelling further south along Matakana Road, the Lot 1 development of future houses on medium density lots (similar to those within the Warkworth Ridge residential subdivision, opposite, on the western side of Matakana Road) around an area of retained indigenous bush and planted stream corridors will come into view.
- This will create a gradual transition in density and character when heading south along Matakana Road into Warkworth, from the open space of the Warkworth Golf Club and the rural land uses beyond, to a more urban form. This change is considered appropriate to the rural township nature of Warkworth, positioning lower density housing towards its edges where it can visually integrate with the surrounding countryside, and then moving towards a moderately more urban form closer towards the town centre.

6.2.2 Character

The Proposal will maintain the character of Warkworth and respond to positively respond to the intrinsic qualities and characteristics of the Site and wider area. The following observations are made:

- Qualities and characteristics of this north-eastern part of Warkworth which contribute to its character include its topography, which varies from rolling to more incised stream valleys, the stream corridors themselves, and stands of native bush.
- The Proposal entails earthworking of differing amounts across Lots 1, 2 and 3 in order to enable their development for residential purposes. The earthworking will result in a visible change in topography, necessary when urban development occurs, however, a rolling (albeit more gently) landform which falls down to stream corridors, will be retained. While retaining walls are proposed, they are generally low in height, positioned where they will be largely screened from view, or are a necessity, for example to provide for the future Sandspit Link Road. Design techniques have also been used to minimise the need for retaining walls. For example, on Lot 3, residential lots are generally sloping, rather than being earthworked to a completely level platform, as is more typical of contemporary residential subdivision development.
- Existing stands of native bush in the southern part of the Site (Lot 3) will be retained and stream corridors throughout the Site will also be retained and revegetated. These will be visible when travelling along Matakana Road, resulting in a 'fingered' form of development where there will be a visible interplay between built form and contiguous vegetation further reflecting the established urban character of Warkworth.

6.2.3 Connected and integrated neighbourhoods

The Proposal will contribute to the development of a walking and cycling network through this north-eastern part of Warkworth and to the establishment of an appropriately connected street network. The following observations are made:

Walking and cycling

- Lot 1, 2 and 3 together propose a series of walking and cycling routes which will significantly extend the existing active travel routes in Warkworth's north-east and provide for their future extension as neighbouring land is redeveloped and surrounding road infrastructure (such as the proposed Sandspit Link Road) is constructed.
- The routes include an approximately 3km link, via existing and proposed paths from State Highway 1 and the Warkworth Showgrounds through to the Warkworth Golf Club. This connects an existing path on Te Honohono ki Tai with a proposed dedicated cycle and walking path along an upgraded section of Matakana Road and then a shared path along a new local road and high amenity off-road trails along stream corridors north-east to the Golf Club .
- Other paths link with the path to the Warkworth Golf Club and extend south through the Lot 1 residential subdivision, both along stream corridors and streets, with one path providing for a future connection to the planned Sandspit Link Road and another anticipating its extension through the neighbouring property to the south.
- This series of new pedestrian and cycle paths both connects to the existing network (Matakana Road and Te Honohono ki Tai Road) and provides for their eventual extension south along stream corridors to Warkworth town centre.

Street connections

- Constraints to a highly connected street network in the area are access restrictions to Matakana Road, the need to respond to both the Site's rolling landform and location of streams and native bush, and to provide for the route of the future Sandspit Link Road.
- These constraints mean that, while as discussed above, there is a pedestrian and cycle link between the Lot 3 subdivision and the Lot 2 retirement village and Lot 1 subdivision to the south, there is no road connection. Lot 3 is a proposed Large Lot development of a low density and a resulting different character from the retirement village and Lot 1 subdivision to the south. Within the context of Lot 3's low density land use and character, the absence of a road connection to the south, other than that provided via Matakana Road, is considered to not adversely affect this new neighbourhood's legibility or integration into the wider future urban form of Warkworth (noting the on and off-road active travel mode routes, providing transport choice as discussed above).
- In Lots 2 and 3, streets are positioned to align with the slope, to avoid stream corridors and existing stands of native bush (the latter grouped within Lot 3), and to provide for the future Sandspit Link Road (also within Lot 3). This means a highly connected street network cannot be achieved, as might be possible on flatter land that does not have these natural or planned infrastructure features. Within these constraints, an appropriately connected and permeable network is provided. A street connection links Lot 2 and the northern end of Lot 3, and Lot 3's local street network (with the exception of a small area to the south) links to a short section of the proposed road on the alignment of the future Sandspit Link Road. The need to restrict access to the future

Sandspit Link Road (a planned arterial) means that the southernmost part of Lot 3 does not link with the Sandspit Link Road 'stub.' However, a proposed local street in this area ends in the Site's southern boundary, setting up a potential connection, to be realised at such time as it may redevelop, through to the adjoining property to the south.

6.2.4 Public realm interfaces

The Proposal will contribute to the creation of safe and attractive streets and public open spaces. The following observations are made:

- Revegetated stream corridors form a key structuring feature of the public realm. The off-road cycle and walking trails which are proposed along them allow residents and the wider public (noting that the trails are connected to a wider cycling and walking network) to enjoy their open space and visual amenity and provide a level of activation which will contribute to their safety.
- A proposed public open space at the northern end of Lot 1 (proposed Lot 502) is within a rare area of flatter ground on this Lot, providing the opportunity for a small Neighbourhood Park and a ball 'kick-around' space for future residents in this medium density residential subdivision. At 1,376m², the space is smaller than the minimum 3,000m² recommended for a Neighbourhood Park in Auckland Council's Auckland Open Space, Sport and Recreation Strategy. However, both its size and placement within the Lot is constrained by the limited available areas of flatter land. The open space benefits, however, from being contiguous with an adjoining stream corridor and being activated by a proposed off-road cycle and pedestrian trail which passes through it.
- Responding to arterial road access restrictions, Lot 1 and Lot 3 residential lots and Lot 2 retirement village villas adjoining Matakana Road have front doors and driveways to proposed streets within the Site, rather than from Matakana Road itself. This is a standard response in contemporary developments which adjoin an arterial road. An attractive interface to the road will be achieved along its northern extent adjoining the Site, with views over the larger lot environment of Lot 3 (due to the fall of the land away from the road) to the wider landscape. Along its middle and southern extents, where the road adjoins Lot 1, an attractive interface will be achieved by street tree planting and the provision of dedicated cycle and pedestrian paths. It is recommended that the appearance and height of fencing along Matakana Road of Lot 1 residential lots also be managed in order to contribute to a quality outcome to the road.
- The overall arrangement of Lots 1 and 3 residential lots and Lot 2 retirement village villas fronts the significant majority of future dwellings to a proposed (public or private) street, optimising their engagement with the public realm. A small number of lots are accessed from right of ways / Joint Ownership Access Lots ('JOALs'). This is acceptable within the Lot shape and slope constraints of the Site.

6.2.5 Residential amenity

The Lots 1 and 3 residential subdivisions and the Lot 2 retirement village will support a high level of residential amenity. The following observations are made:

- The orientation of residential lots and retirement village villas and their placement on Site relative to slope will offer a large number of residents views from their houses over

open space, including views to stream corridors, established or re-establishing native bush, and/or to the wider landscape environment.

- Residents will benefit from the amenity provided by walking and cycling trails along stream corridors, with their connections to a growing walking and cycling network.
- Lots 1 and 3 proposed residential lots are of a size and shape to enable future houses which provide access to good levels of sunlight and privacy and high quality outdoor living spaces.
- Lot 2 retirement village villas likewise are designed for good levels of sunlight access (northerly aspect on a site that slopes down to the north), privacy, and well-positioned outdoor living spaces, in addition to the benefit of access to village communal facilities.

6.2.6 Effects on neighbours

The Proposal appropriately avoids, remedies or mitigates potential adverse effects on neighbouring properties. The following observations are made:

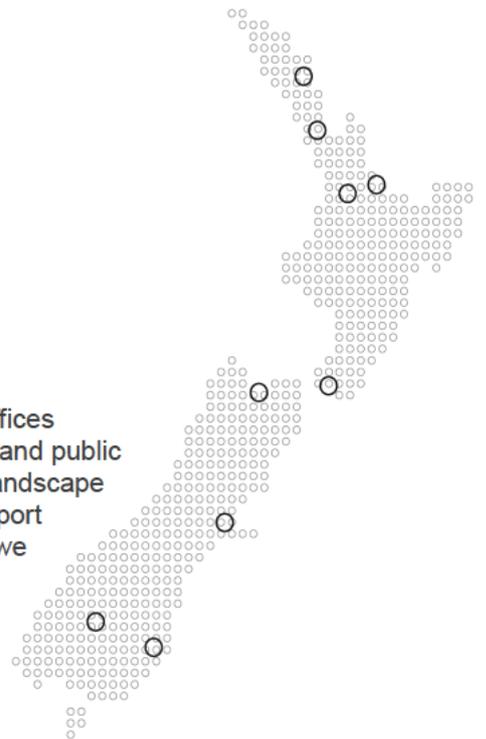
- Along the Warkworth Golf Club boundary a buffer of planting is proposed. This, and the large size of adjoining proposed residential lots (generally of 2,500m² or above) will mean the change in environment for the Warkworth Golf Club from the existing rural nature of Lot 3 is relatively minimal.
- Planting is also proposed along the Site's boundary with the Rodney Quarry. This will assist in softening the interface particularly of the Lot 1 subdivision, which has a grouping of proposed residential lots along the common boundary. Acoustic mitigation is outside the writer's area of expertise, however, it is understood that acoustic design techniques will be incorporated into buildings which locate along or near to the Site's boundary with the quarry. A bund and planting is also proposed along Matakana Road, This assists in screening views to built form from existing residential houses on the opposite side of the road

7.0 Conclusion

In conclusion, it is considered that the Proposal is an appropriate response to the context of the Site and its location within the wider north-eastern area of Warkworth, and that it positively contributes to maintaining the planned character of Warkworth, and that potential adverse effects of the development from a landscape and visual effects and urban design perspective have been appropriately addressed and minimised.

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