Memorandum

B&A Urban & Environmental

To: Stillhaven Limited

From: Alicia Lawrie, Associate Urban Designer – Barker & Associates Limited

Date: 16 July 2026

Re: **Stillhaven – Urban Design Memorandum for Fast Track Consenting Referral Application**

1.0 Introduction

1.1 Purpose

Stillhaven Limited have engaged Barker & Associates ('**B&A'**) to provide urban design services for the master planning and design of the proposed **Stillhaven** Residential Development. The site is made up of five parcels (Lots 3 DP 349516, Lot 1 DP SA 82042, Lot 2 DP 466110, Lot 3 DP 466665 and Lot 3 DP 361630) with a combined land area of approximately 104ha.

This Urban Design Memorandum is to support the lodgement of an application for a referral project under the Fast Track Approvals Act (2024). This memo provides a high-level assessment of the urban design aspects of the development, including:

- An understanding and high-level analysis of the site in the Waikato context;
- An analysis of the constraints that will impact the urban development of the site and will have implications on the spatial outcomes within the site;
- An analysis of the spatial opportunities the site presents in terms of residential development; and
- A recommendation for a masterplan that illustrates the spatial form outcomes for residential development of the site that reflects the above analysis of the sites' context, constraints and opportunities.

This memorandum should be read in conjunction with Attachment 1 - Urban Design Drawing Pack, prepared by Barker & Associates and dated July 2026.

Should the project be successful in referring to the Fast-track EPA process, a full Urban Design Assessment will be prepared and lodged as part of the full resource consent application.

1.2 Background and Project Description

Stillhaven Limited proposes **Stillhaven**, a thoughtfully planned mixed-use community located to the east of the existing Te Kowhai township. The development falls within the Waikato District and will comprise a total area of approximately 104 hectares on the northern side of Te Kowhai Road and south-eastern side of Horotiu Road.

The project is intended to be progressed under the Fast-track Approvals Act and will require land use and subdivision consents from Waikato District Council, together with regional resource consents from Waikato Regional Council. The development is proposed to integrate with Council's reticulated infrastructure networks, supporting the efficient delivery of services and long-term growth for the area.

Stillhaven will provide a significant contribution to meeting the Waikato District's housing needs by delivering approximately **700 new homes** across a range of housing typologies, alongside a retirement village comprising approximately **200 independent living units** and associated support facilities. This diversity of housing will provide opportunities for people at different life stages to remain within the local community.

The development will also include approximately (up to) **1,500 m² of commercial floor space** across two neighbourhood centres, providing convenient access to shops, services and employment opportunities for residents while reducing the need to travel for everyday needs.

A key feature of the proposal is the creation of an integrated network of public open spaces, walking and cycling connections, enhanced waterways, stormwater management areas and ecological restoration. At the heart of the development will be a centrally located public reserve incorporating community-focused social infrastructure, creating a welcoming destination for recreation, community events and everyday social interaction for both new and existing residents of the wider Te Kowhai area.

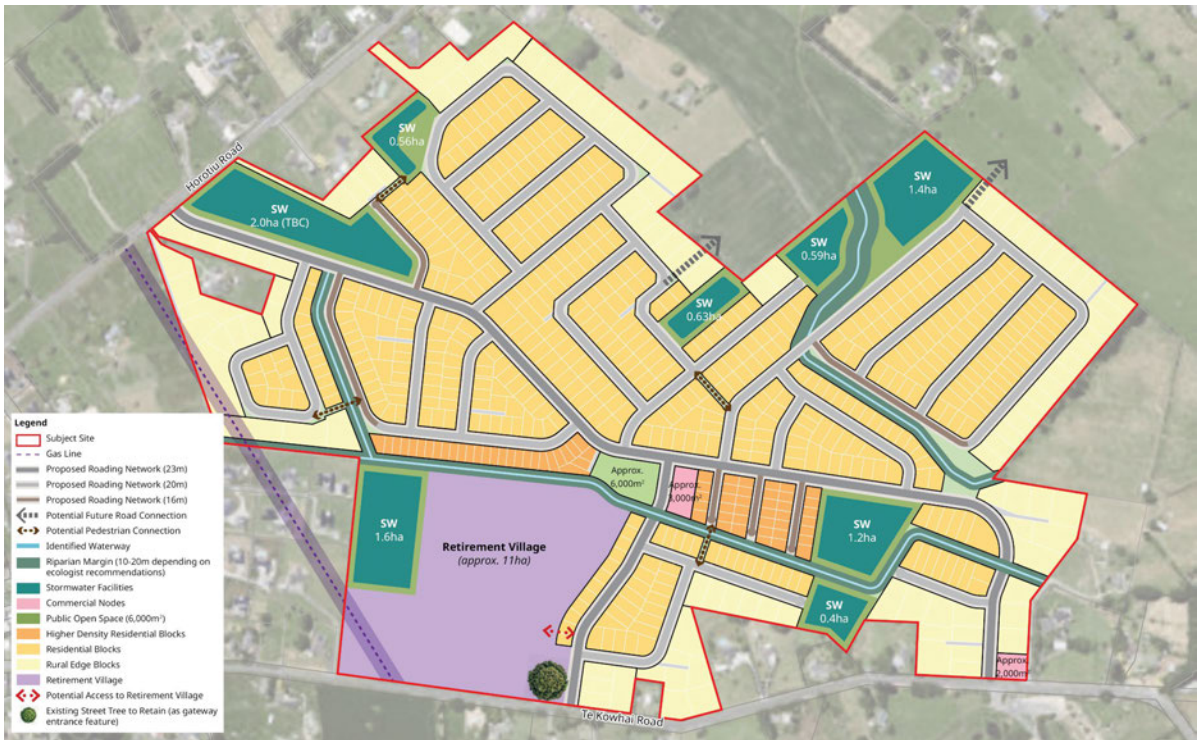


Figure 1: Stillhaven Conceptual Masterplan

The master planned community has been designed to promote walkability, connectivity and healthy lifestyles through an interconnected transport network, safe active transport routes, attractive public spaces and extensive landscaping. Environmental enhancements, including waterway restoration and ecological planting, will improve local biodiversity and contribute to the long-term health and resilience of the natural environment.

Development will occur in stages/sequence to ensure that housing, community facilities and infrastructure are delivered in a coordinated manner that aligns with servicing capacity and market demand. This staged approach will support the orderly growth of Te Kowhai while creating a vibrant, sustainable and inclusive community that delivers lasting benefits for both future residents and the existing local community.

2.0 Site and Context Analysis

B&A has undertaken a site and context analysis for Stillhaven to help inform the development of the Masterplan, which has been included in Attachment 1 of this report.

As noted, Stillhaven covers an area of approximately 104ha at the northeastern periphery of Te Kowhai village. The site is also well connected to surrounding towns and employment centres within the wider Waikato context, including Hamilton City, located approximately 15.6km to the southeast (~18min drive via Te Kowhai Road and SH39). Te Kowhai village also provides access to a range of local community facilities and services including Te Kowhai School, Te Kowhai Community Hall, Te Kowhai Four Square, and local parks and recreational areas. These amenities are all located within 1 to 1.5km of the site boundary.

Other than the Te Kowhai Road to the south and Horotiu Road to the northwest, the remainder of the site adjoins rural and rural-residential land. To the southwest, the site is boarded by seven rural-residential properties accessed from Te Kowhai Road and Vic Knight Lane, ranging in size from approximately 5,000m^2 to 1.3ha. In addition, a further 11 rural-residential properties are located along the Te Kowhai Road and Horotiu Road frontages, creating an irregular site boundary, fragmenting the site's frontage to both roads, and resulting in a varied rural-urban interface. The remaining northern and eastern boundaries adjoin rural and rural-residential land, requiring careful consideration of the interface between the proposed residential neighbourhood and the surrounding rural environment.

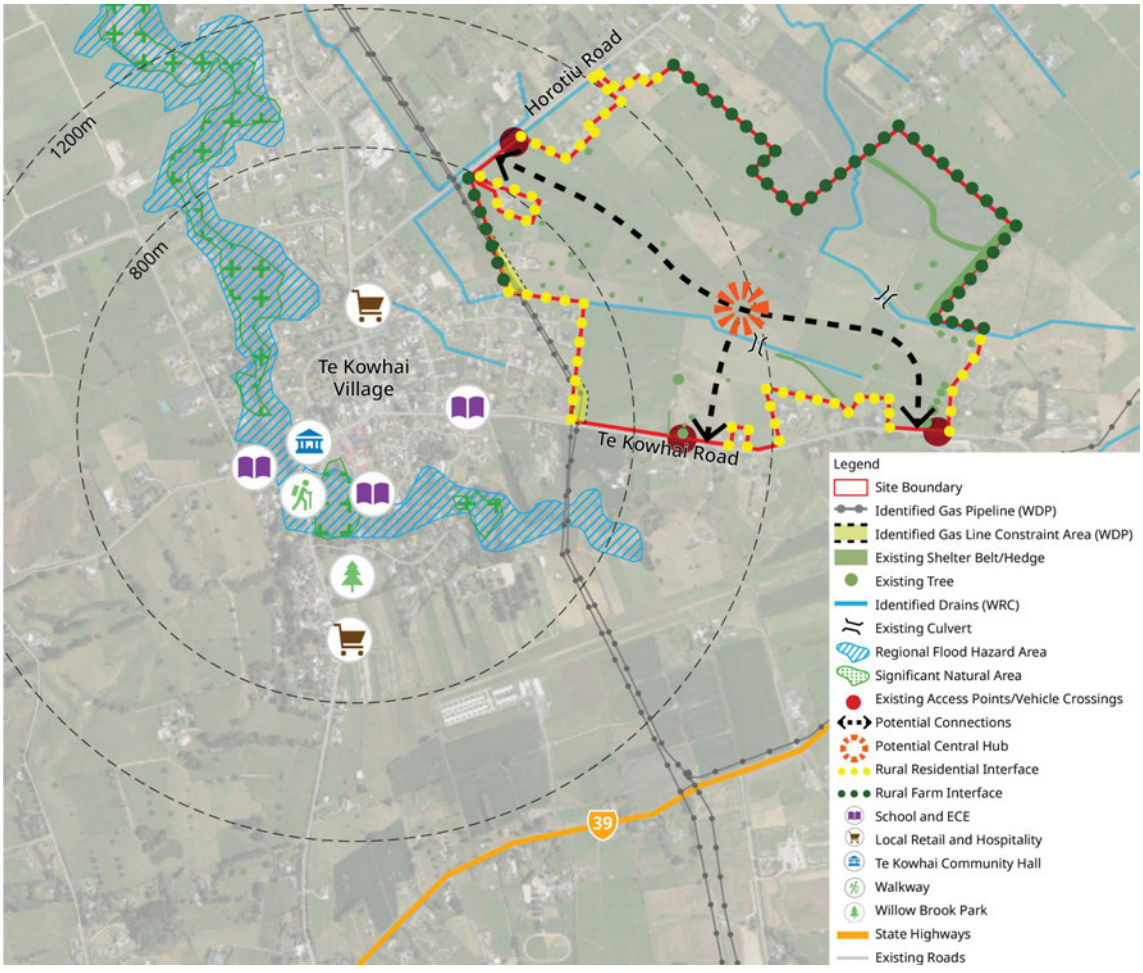


Figure 2: Existing Site Features, wider site context and Opportunities

The site is relatively flat and is currently used for rural purposes. It comprises predominantly open farmland with two existing drains. One running east-west through the centre of the site, and a second located within the northeastern portion of the site (Lot 3 DP 466665). Existing shelterbelts, hedges and mature trees are also present across the site. While the retention of these landscape features may influence the future masterplan layout, they also present opportunities to retain established vegetation, reinforce landscape character, and provide a sense of maturity and identity within the future Stillhaven neighbourhood.

3.0 Planning Context

The site is zoned Rural Zone under the Waikato District Plan (Operative) and General Rural Zone under the Waikato District Plan (Operative in Part). These zones provide for productive rural activities, low-density living, and a range of activities that support rural communities. As noted, the site is located immediately northeast of an established rural residential environment, reflected by the Large Lot Residential Zoned land adjoining part of the site's southern and western boundaries.

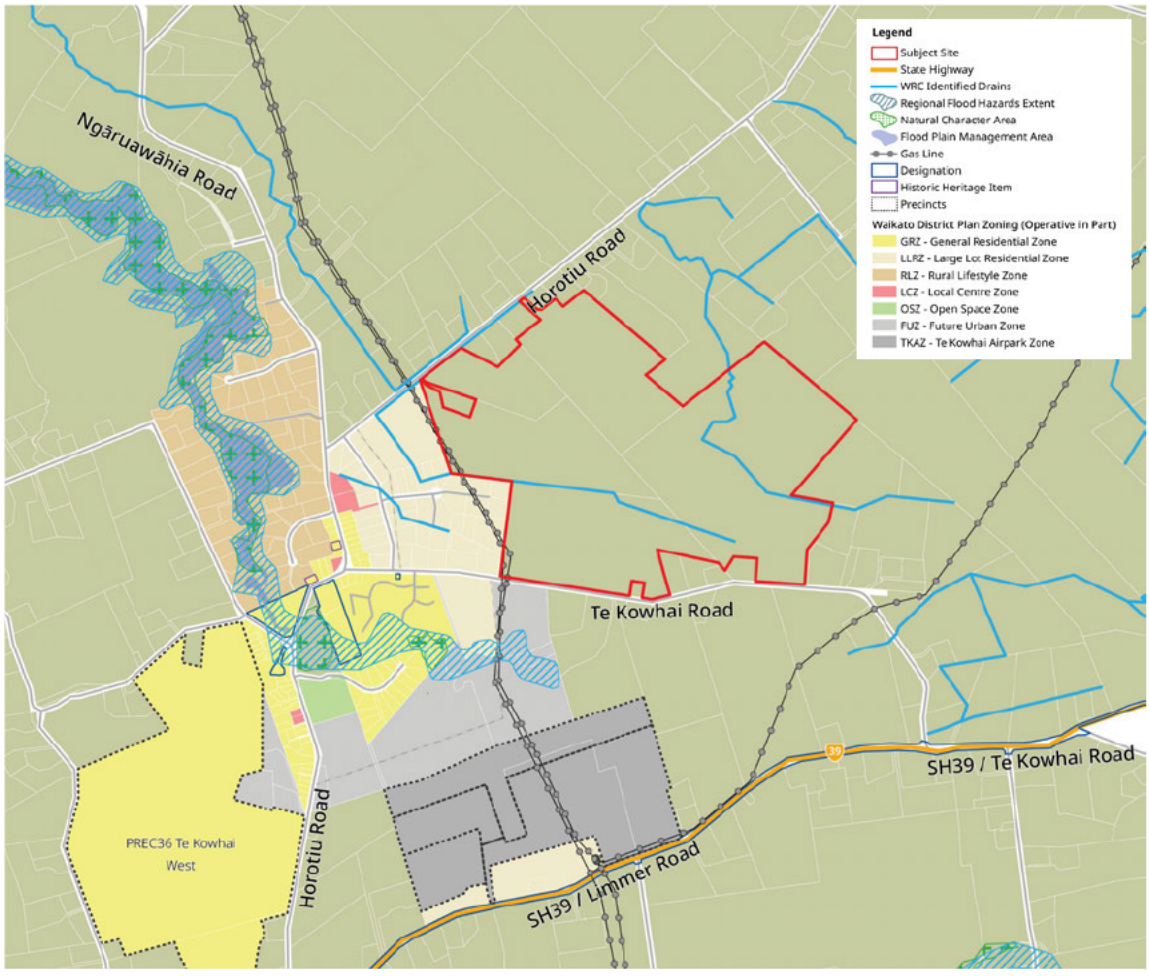


Figure 3: Stillhaven Planning Context

The centre of Te Kowhai village is located to the southwest of the site at the intersection of Te Kowhai Road and Horotiu Road. This area is predominantly zoned General Residential, with smaller Local Centre zoned areas located along Horotiu Road to the north and south. To the northwest of the village centre, the zoning transitions to Rural Lifestyle before changing to the Rural Zone. A substantial area of General

Residential zoned land is also located to the west of the village within the Te Kowhai West Precinct, which has been identified for future residential development. In addition, Future Urban zoned land has been identified to the south of the village. Collectively, these areas demonstrate that Te Kowhai is expected to accommodate continued residential growth and urban expansion over time, providing important context for the proposed development.

4.0 Urban Design Response

The urban design response has been informed by preliminary site and context analysis (see Attachment 1), together with high-level technical input from a range of specialists. This has guided the approach to movement and connectivity, block structure and interfaces with adjoining land uses, and the provision of open space and integration of natural features.

4.1 Movement and Connectivity

The proposed movement network of Stillhaven demonstrates good connectivity and legibility, supported by a clear street hierarchy. Two primary spine roads establish the principal structure of the development and provide clear connections to the surrounding road network. One spine road extends from Te Kowhai Road along the southern boundary through the centre of the site, while the second traverses east-west, connecting the existing road network of Horotiu Road with Te Kowhai Road to the southeast. Three vehicular access points provide multiple connections with the surrounding road network providing convenient access for existing and future residents. These connections will also provide accessibility between the proposed development and the existing Te Kowhai community, including the amenities proposed within the development. Collectively, the primary spine roads and multiple access points establish a legible movement framework, provide a range of route choices, and form the primary organising elements of the development. The proposed street network also incorporates two indicative future connections to the north, ensuring the development can integrate with potential future growth and support a well-connected and adaptable neighbourhood structure over time.

A series of local roads branch from the primary spine roads to provide access throughout the wider residential neighbourhood. These roads are generally configured as interconnected loops or blocks, creating a logical and easily understood street network that promotes permeability and provides a variety of movement options for residents. Four cul-de-sac streets are incorporated within the development, largely in response to the site's existing stream corridors, proposed stormwater reserves and associated open space network. In addition, three cul-de-sacs are proposed within the central higher density residential area. These enable the creation of east-west orientated lots, supporting good solar access for future dwellings while maintaining an efficient and connected block structure.

Collectively, the cul-de-sac streets represent an appropriate response to the site’s natural features and desired urban form. Their effects on connectivity are managed through pedestrian links adjoining reserves and open spaces, ensuring that walking and cycling permeability is maintained throughout the development.

Pedestrian and cycle connectivity is further supported through footpaths provided on both sides of all internal roads, creating an accessible pedestrian network. The sites waterways also present opportunities to establish additional pedestrian routes along riparian corridors, further enhancing permeability and connectivity. The inclusion of cycling infrastructure adjoining the primary spine roads, together with

potential pedestrian connections across the waterways, will further strengthen pedestrian connectivity, encourage active transport, and improve access to the site's open space network.

4.2 Block Structure and Context Integration

The proposed block structure responds to the movement network, the site's natural features, and the irregular shape of the existing landholdings. As outlined above, the layout is primarily organised around the two central spine roads, supported by a network of secondary local roads that create a logical and legible block pattern. The site's two waterways further influence the block structure, running east-west through the site before extending northwest towards the proposed stormwater reserves adjoining Horotiu Road as well as the site's northwestern boundary.

Generally, the blocks are arranged to orientate lots towards the street network, reinforcing future activity and passive surveillance to the public street environment. The block structure adjoining the waterways varies across the site, with some lots orientated so that rear yards adjoin the stream corridors, while others are arranged with streets fronting the riparian reserves to create a more public interface. This reflects the established development pattern within the wider Te Kowhai area and represents an appropriate response to the site's physical characteristics. Notwithstanding this, pedestrian access will be maintained through the proposed open space network ensuring these features remain accessible. In addition, opportunities exist to incorporate design measures and edge/fencing treatments to support appropriate levels of passive surveillance and visual connectivity along these interfaces as the development progresses.

The block structure also responds appropriately to the site's external interfaces with adjoining rural-residential and farmland. Deeper blocks and larger lots (greater then 1,250m^2) are provided along these edges, creating opportunities for increased building setbacks, landscape buffers, and a more gradual transition between the proposed residential neighbourhood and the surrounding rural and rural-residential environment. This approach assists in managing the rural-urban interface, reducing potential reverse sensitivity effects, and providing a sympathetic edge treatment that responds to the site's wider context.

4.3 Residential Amenity

The proposed range of lot sizes as well as the provision of a retirement village will accommodate a variety of household types and needs, contributing to a diverse residential neighbourhood. Smaller lots (approximately 300 - 400 m^2) are located in close proximity to key on-site amenities, including the neighbourhood centre, central public open space and central stream network enabling higher residential densities to benefit from convenient access to community facilities at the heart of the neighbourhood.

As noted, the block configuration enables future lots to be predominantly orientated towards the street network. This will promote passive surveillance of public spaces, support an active street environment and create positive CPTED outcomes. The majority of the proposed blocks are orientated in a generally north to south configuration, which will result in predominantly east-west facing lots. This orientation will provide good opportunities to achieve northern, eastern and western solar access for future dwellings and their associated outdoor spaces. The connected street and pedestrian network will further support walkability and accessibility throughout the development, while the provision of public open space, stormwater reserves and riparian corridors will provide opportunities for passive recreation, visual amenity, and connectivity to the site's natural environment.

The inclusion of two neighbourhood centres within the site will provide convenient access to local services and amenities. Their locations at the centre of the site (~3,000m^2) and at a key entrance (Te Kowhai Road) (~2,000m^2) creates an opportunity to establish a visual anchor and a strong relationship with the proposed and surrounding street network. Appropriate interface treatments, separation, and screening between future commercial uses and adjacent residential lots will need to be considered to manage potential reverse sensitivity effects, such as noise, delivery hours, and lighting.

4.4 Open Spaces and Integration of Natural Features

The relationship between the development and its open space network is well integrated, with open spaces generally located in accessible and visible parts of the site. This includes the principal public open space (~6,000m^2), which is positioned adjacent to the central waterway and its riparian margin, allowing the site's natural features to become a focal point of the neighbourhood. The open space is of a size and configuration that provides flexibility to accommodate a range of passive and active recreational opportunities, while serving as a central community space for future residents. As noted above, the riparian corridors are supported by adjoining stormwater reserves, public streets and pedestrian connections, promoting accessibility, activity and passive surveillance.

The open space network surrounding the watercourses on site has been designed as a series of multi-functional green corridors (ranging from 10 -20 metres) that integrate ecological, stormwater and movement functions. Proposed pedestrian connections will enhance connectivity through the site, encouraging active transport and provide opportunities for activation and the on-going use of these spaces.

5.0 Conclusion

Having undertaken a high-level urban design assessment, it is considered that the Stillhaven development will deliver a well-connected and legible neighbourhood that responds appropriately to the site's natural features, provides a logical and adaptable block structure, supports good residential amenity, and integrates open space and waterways as key elements of the neighbourhood.

Subject to a refined design, further technical inputs and the development and implementation of appropriate design controls, the proposal can be supported from an urban design perspective.

Attachment 1 – Urban Design Drawings



Stillhaven Residential Masterplan

Urban Design Drawings| Te Kowhai | July 2026

B&A
Urban & Environmental

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Document Controls

Job number: 026304
Project name: Stillhaven Residential Masterplan
Issued date: July 2026

Prepared for: Stillhaven Developments Ltd
Prepared by: Barker & Associates Ltd
Reviewed and Issued by: Barker & Associates Ltd

1.0 SITE CONTEXT AND ANALYSIS

1.1 Existing Regional and Local Context

Stillhaven is located on the edge of Te Kowhai village within the Waikato District. The **104 hectare** site sits within an established rural village setting and has frontage to both Horotiu Road and Te Kowhai Road.

The site is well connected to surrounding towns and employment centres, including:

- Hamilton – approximately 18 minutes
- Ngaruawahia – approximately 9 minutes
- Gordonton – approximately 19 minutes
- The Base / Te Rapa – approximately 8 – 10 minutes
- Horotiu Industrial Area – approximately 8 – 10 minutes
- Hamilton Airport – approximately 28 minutes

Its location provides convenient access to employment, services, education, and recreational opportunities across the wider Waikato region.

Te Kowhai village lies immediately to the west of the site and provides a range of community facilities and services, including Te Kowhai School, the Te Kowhai Community Hall, Four Square, and local parks and recreation areas.

The site is located on the edge of the existing settlement and presents an opportunity to build on and support the growth of the established Te Kowhai community

Legend

- Subject Site
- State Highways
- Existing Arterial Roads
- Proposed Arterial Roads
- Railway
- Existing Interchange
- Existing Roundabout
- WRC Identified Drains
- School and ECE
- Local retail and hospitality
- Shopping centre
- Te Kowhai Community hall
- Walkway
- Willow Brook Park

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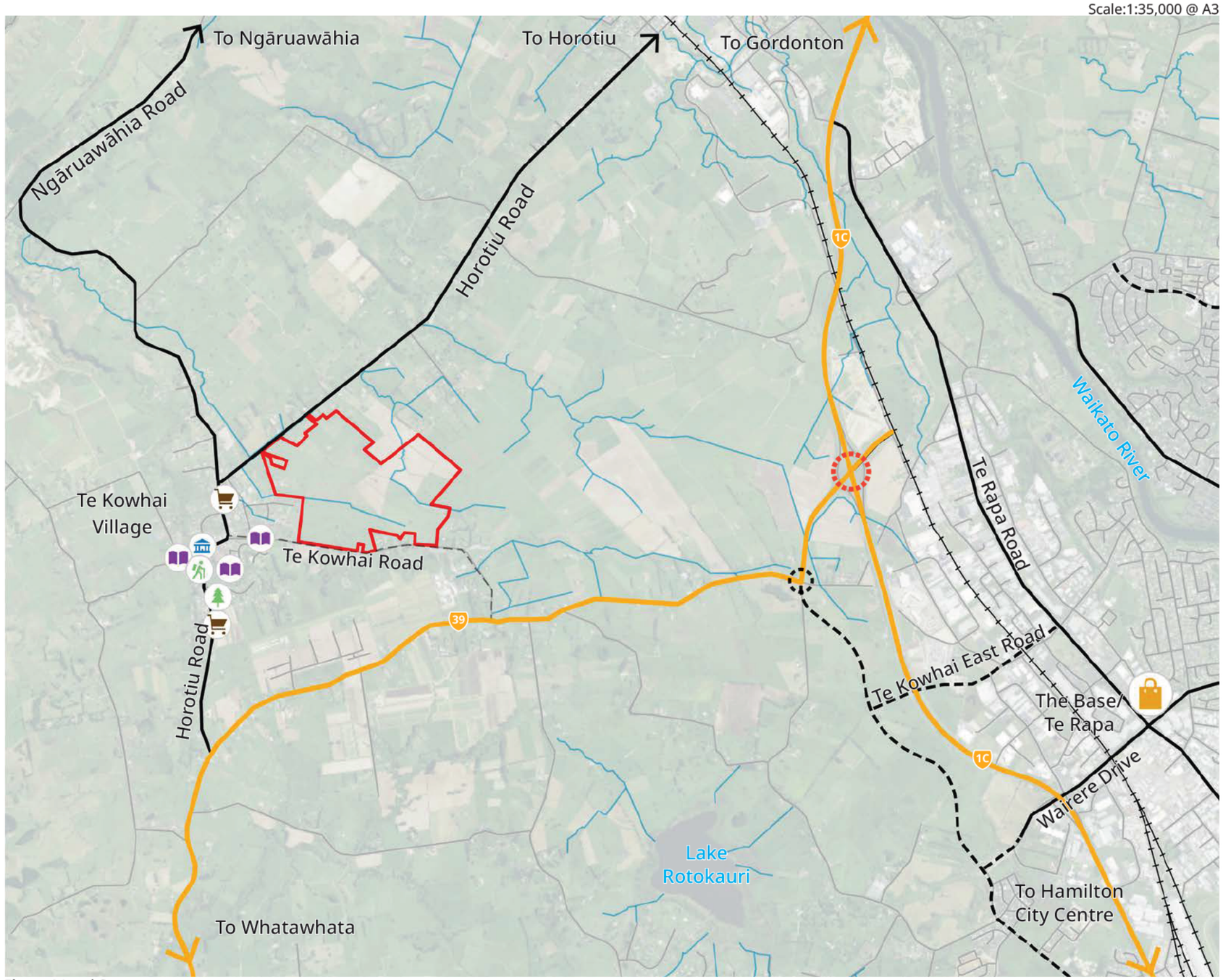


Figure 1 *Local Context*

1.2 Planning Context

The site is zoned Rural Zone under the Waikato District Plan (Operative) and General Rural Zone under the Waikato District Plan (Operative in Part). These zones provide for productive rural activities, low-density living, and a range of activities that support rural communities.

The proposal comprises residential neighbourhoods, a retirement village, and a neighbourhood centre. Together, these elements will create a well-planned and integrated community that:

- Builds on and strengthens the existing Te Kowhai village;
- Provides a range of housing and living options for current and future residents; and
- Delivers local-scale commercial and community services that complement and support the existing community.

The site is recognised as having cultural and resource management significance to Ngāti Māhanga and Waikato-Tainui. The development of Stillhaven provides an opportunity to work alongside tangata whenua to recognise and reflect the cultural values, history, and identity of the area.

Legend

- Subject Site
- State Highway
- WRC Identified Drains
- Regional Flood Hazards Extent
- Natural Character Area
- Flood Plain Management Area
- Gas Line
- Designation
- Historic Heritage Item
- Precincts

Waikato District Plan Zoning (Operative in Part)

- GRZ - General Residential Zone
- LLRZ - Large Lot Residential Zone
- RLZ - Rural Lifestyle Zone
- LCZ - Local Centre Zone
- OSZ - Open Space Zone
- FUZ - Future Urban Zone
- TKAZ - Te Kowhai Airpark Zone

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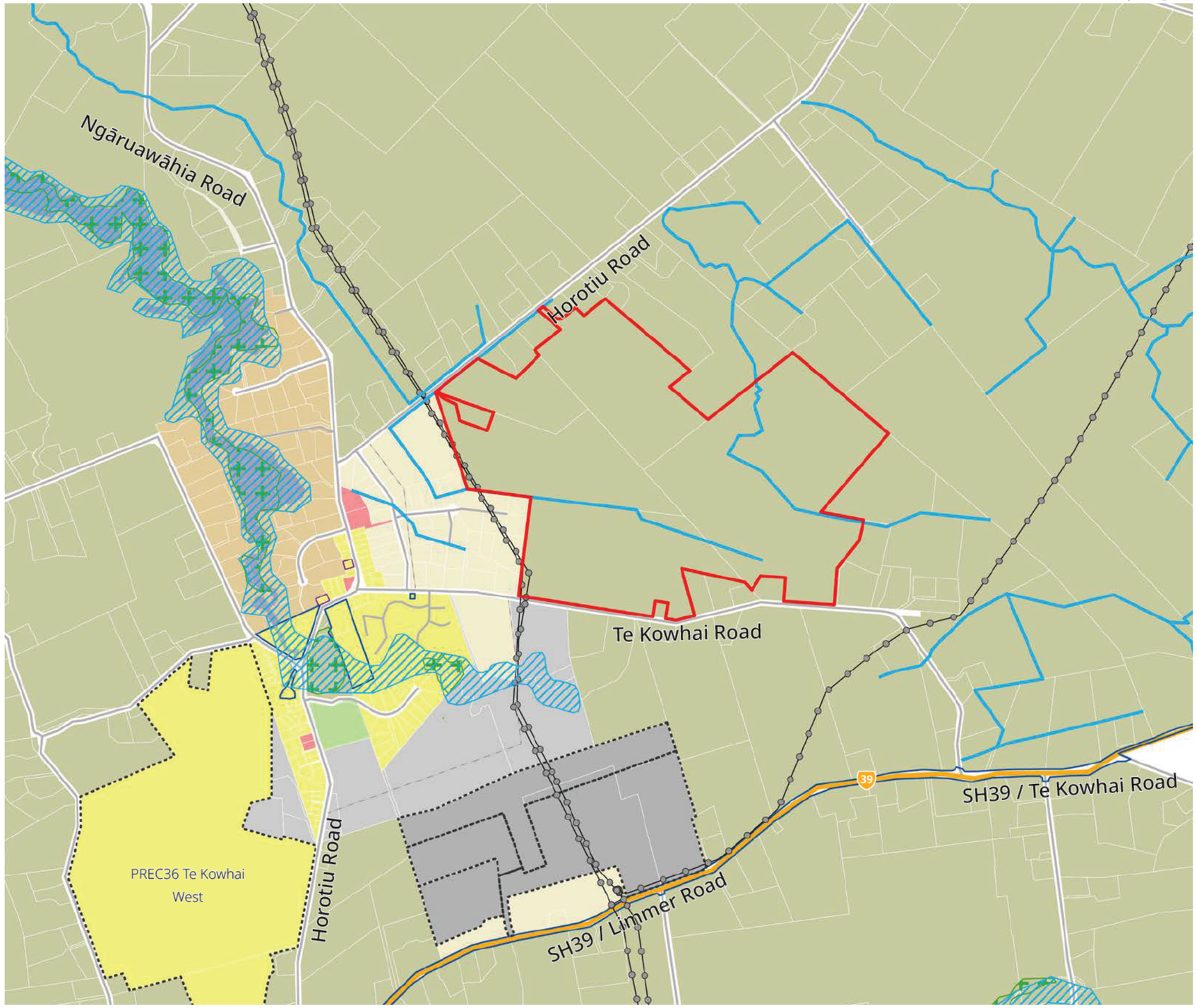


Figure 2 *Waikato District Planning Context*

1.3 Ownership and Land Uses

1	**(Subject Site) Owners: Antonia Gardiner Wilson, Paul Lyle Gardiner, J W Trustees No.12 Limited, J W Trustees No.14 Limited**
	Address: 493 Horotiu Road, Te Kowhai, Waikato District (Lot 3 DP 349516) **Land use:** Rural Farm **Approx. area:** 7.42 ha
2	**(Subject Site) Owners: Nicholas John Hall, Pauline Kaye Hendrikse**
	Address: 509B Horotiu Road, Te Kowhai, Waikato District (Lot 1 DPS 82042) **Land use:** Rural Farm & Rural Residential Approx. area: 17.53 ha
3	**(Subject Site) Owners: Kevin Ashley Booth, Colin Raymond Dixon, Jacqueline Jean Dixon**
	Address: 463B Horotiu Road, Te Kowhai, Waikato District (Lot 2 DP 466110) **Land use:** Rural Farm **Approx. area:** 17.62 ha
4	**(Subject Site) Owners: Aaron Shane Bassi, Donna Kay Bassi**
	Address: 570A Te Kowhai Road, Te Kowhai, Waikato District (Lot 3 DP 466665) **Land use:** Rural Farm **Approx. area:** 40.11 ha
5	**(Subject Site) Owners: Sandra Maree Keefe, Deborah Pearl Reardon, Edward Arthur Smith, Gladys Faye Smith**
	Address: 648 Te Kowhai Road, Te Kowhai, Waikato District (Lot 3 DP 361630) **Land use:** Rural Farm **Approx. area:** 21.55 ha
6	**(Neighbouring site) Individual Landowners**
	Address: 509A Horotiu Road, Te Kowhai, Waikato District
7	**(Neighbouring site) Individual Landowners**
	Address: 463, 483 & 485 Horotiu Road, Te Kowhai, Waikato District
8	**(Neighbouring site) Individual Landowners**
	Address: 451 & 463A Horotiu Road, Te Kowhai, Waikato District
9	**(Neighbouring site) Individual Landowners**
	Address: 630 Te Kowhai Road, Te Kowhai, Waikato District
10	**(Neighbouring site) Individual Landowners**
	Address: 594, 596, 610 & 612 Te Kowhai Road, Te Kowhai, Waikato District

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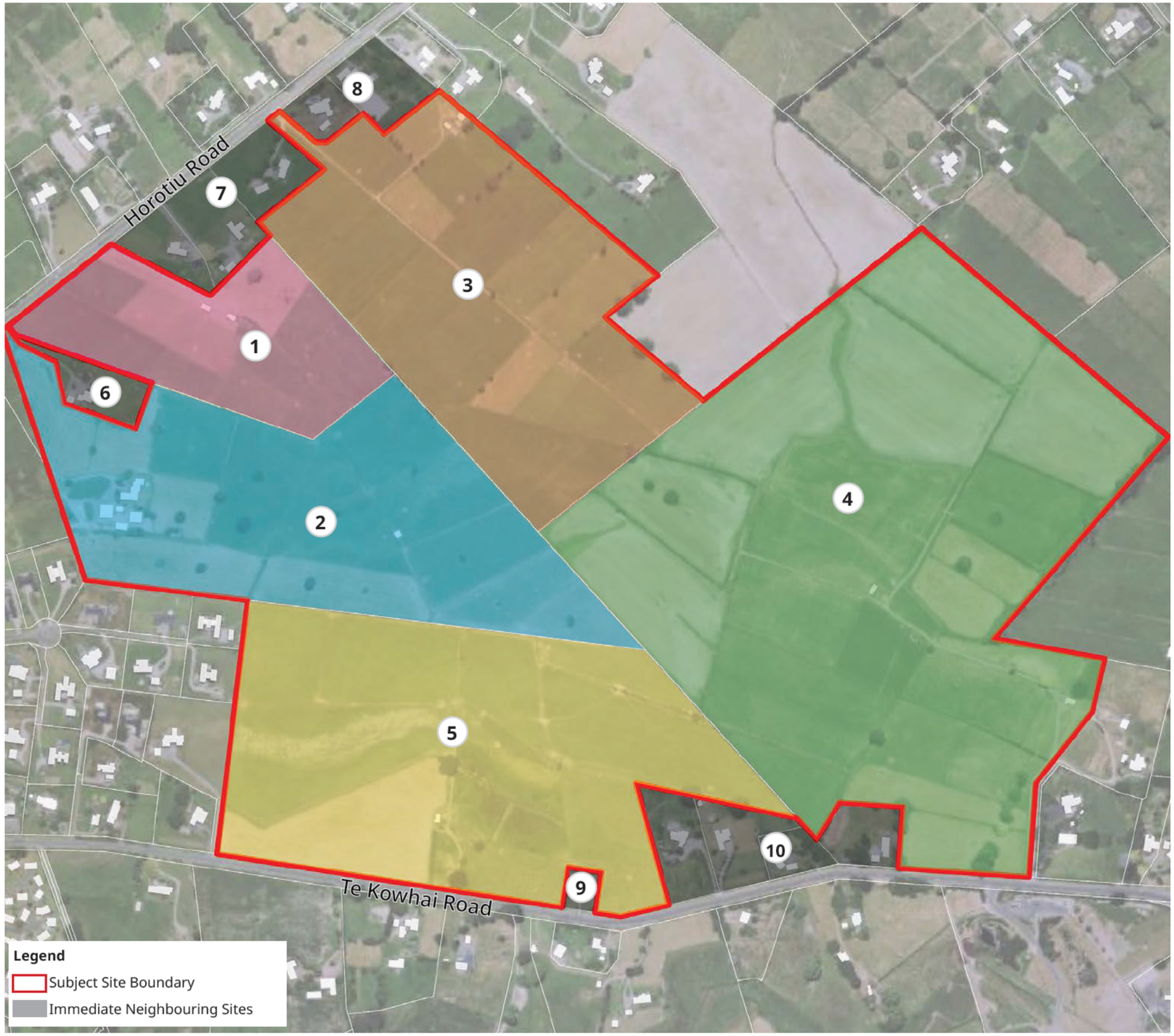


Figure 3 *Existing Ownership Context Map*

1.4 Existing Site Features and Opportunities

From an urban design and masterplanning perspective, the site presents a range of opportunities and constraints that will influence the structure, layout and future urban form of development.

- **Proximity to Te Kowhai village:** Most of the site is within approximately 1,200m of the village centre, supporting connections to local shops, the school, businesses and community amenities.
- **Road frontages and access:** Frontages to Te Kowhai Road and Horotiu Road provide flexibility for access and support a legible, connected movement network.
- **Drains and culverts:** Existing drainage features may constrain block layout and access, but also provide opportunities for blue-green corridors, stormwater management, walking/cycling links and passive recreation.
- **Existing trees and shelterbelts:** Existing vegetation may constrain layout, but also offers opportunities to retain landscape features, provide shade and shelter, and strengthen local character where appropriate.
- **Interface treatments:** Rural-residential and farmland interfaces will require sensitive edge treatments, including setbacks, landscape buffers and built form transitions.
- **Landform and geometry:** The flat topography supports development and accessibility, while the irregular site shape will require careful street, block and open-space design to minimise inefficient land use, poor lot orientation or fragmented open spaces.
- **Gas line constraint:** The existing gas line may limit buildings, infrastructure and planting in parts of the site and will require appropriate setbacks, easements and design consideration.
- **Highly Productive Land:** The site is identified as Highly Productive Land, requiring further technical assessment and justification to determine its suitability for urban development.

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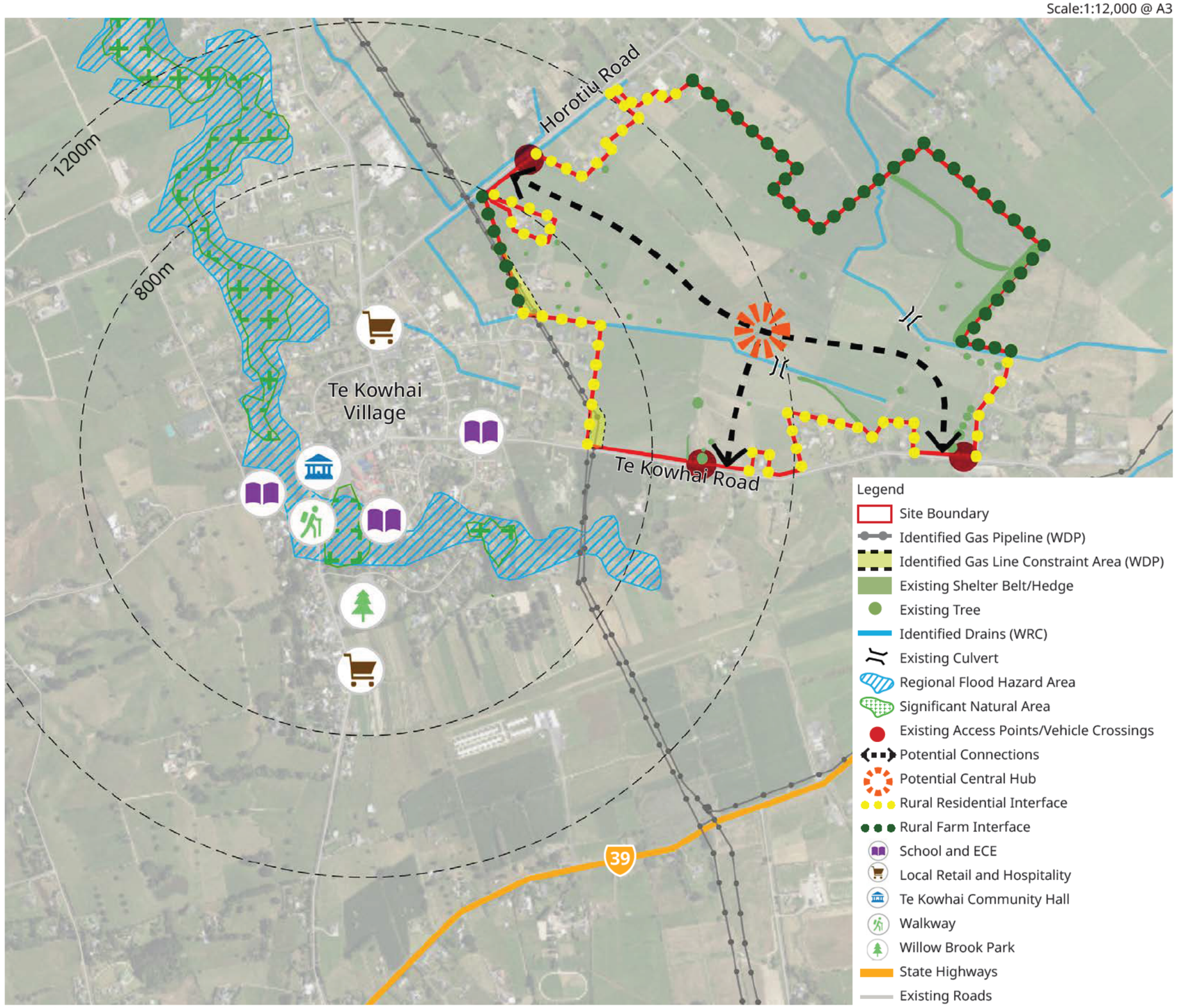


Figure 4 *Existing Site Features and Opportunities*

2.0 Masterplan

2.1 Stillhaven Conceptual Masterplan

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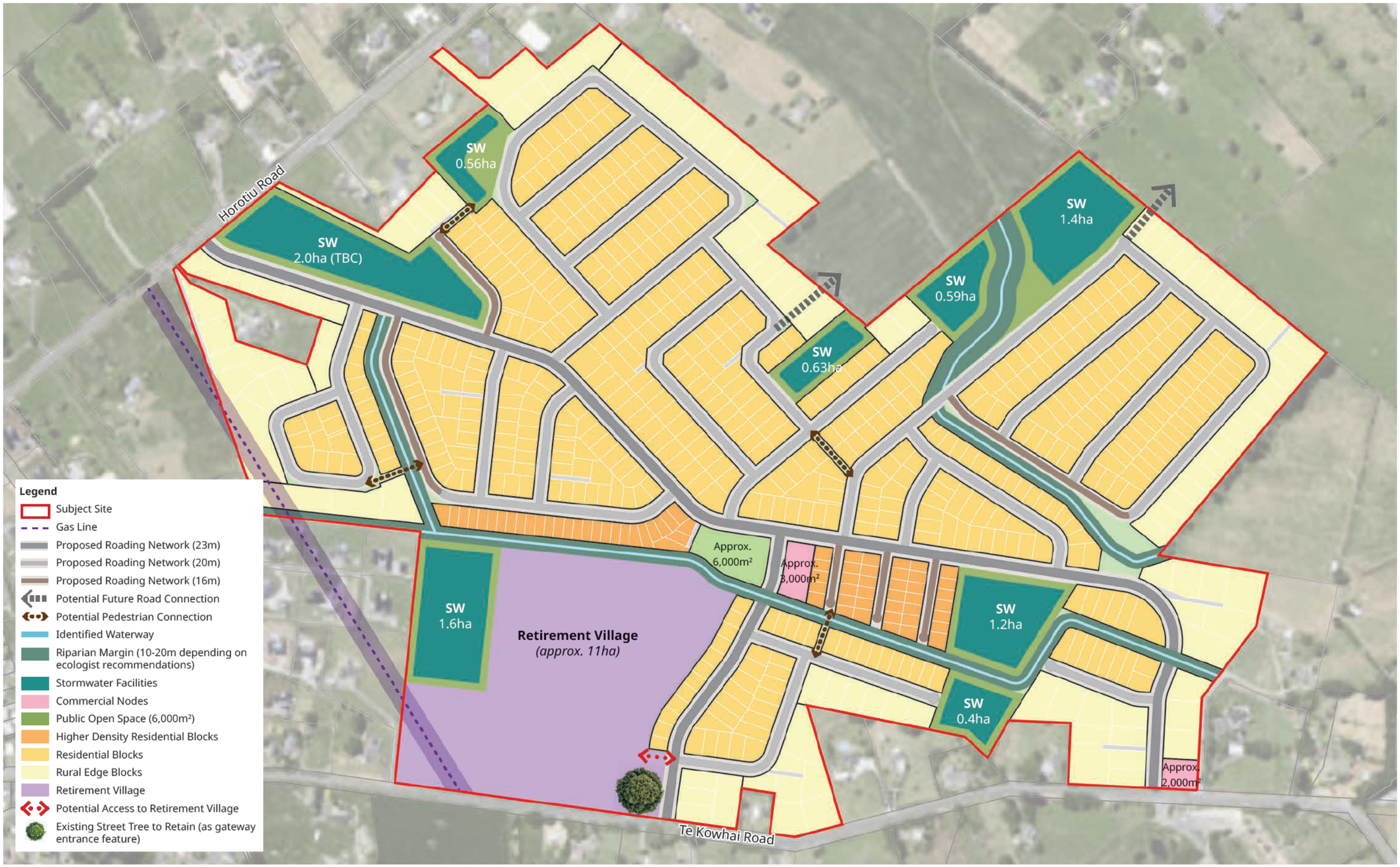


Figure 5 *Stillhaven Indicative Staging Plan*

2.2 Draft Lot Layout and Yield Study

Lot Size (m^2)	Yield / No. of Lots	Percentage (%)
300 - 400m^2	54	8%
401 - 500m^2	26	4%
501 - 600m^2	133	19%
601 - 700m^2	218	32%
701 - 800m^2	108	16%
801 - 1,000m^2	31	5%
1,001 - 1,250m^2	25	4%
> 1,250m^2	88	13%
Total Yield (approx.)	**683**	**100%**

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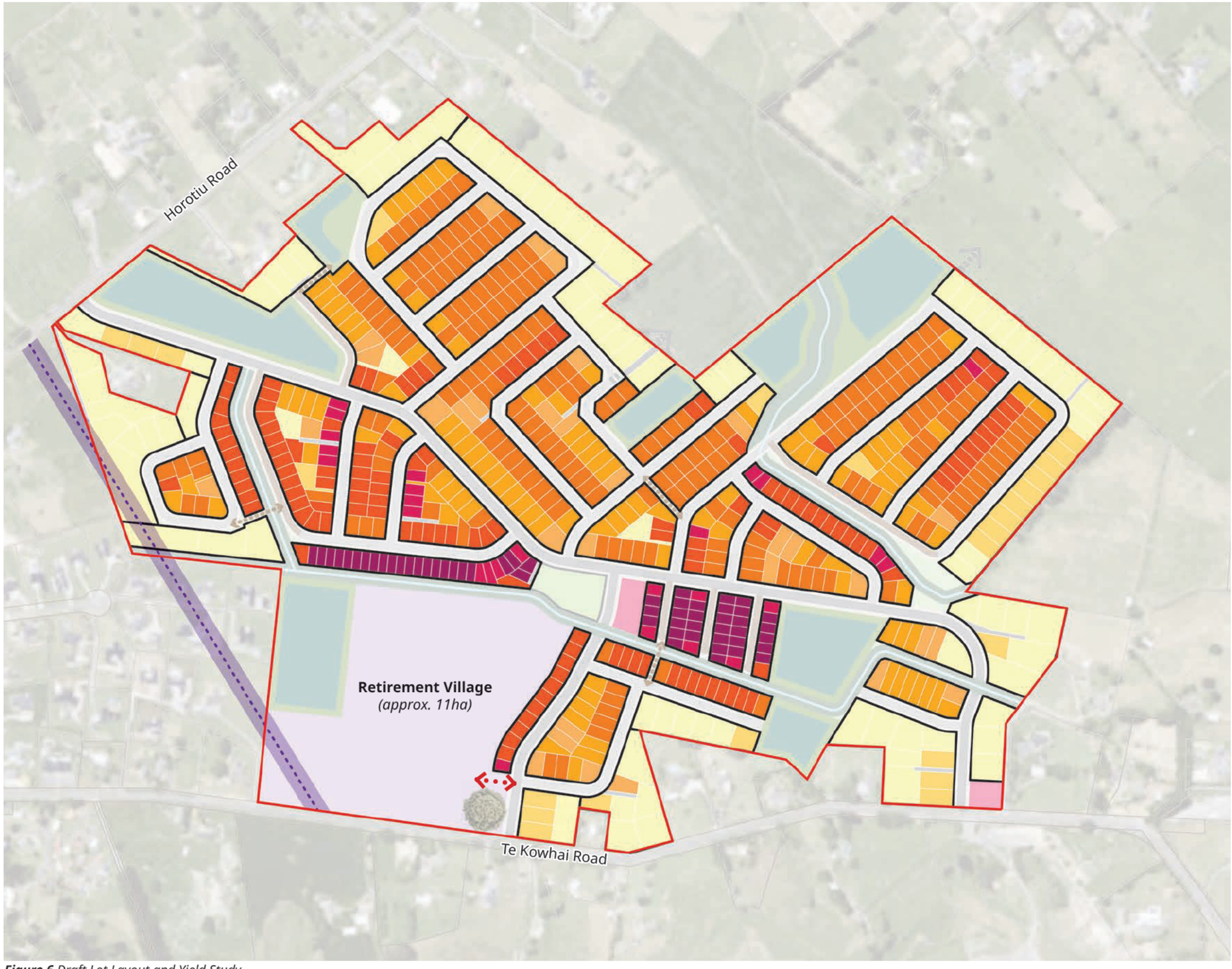


Figure 6 *Draft Lot Layout and Yield Study*

2.3 Movement and Connectivity

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Figure 7 demonstrates the indicative movement network that will provide connections within the site and to the surrounding transport network.

The masterplan for the site has been designed to provide a safe and logical movement network that aligns with the site's topography

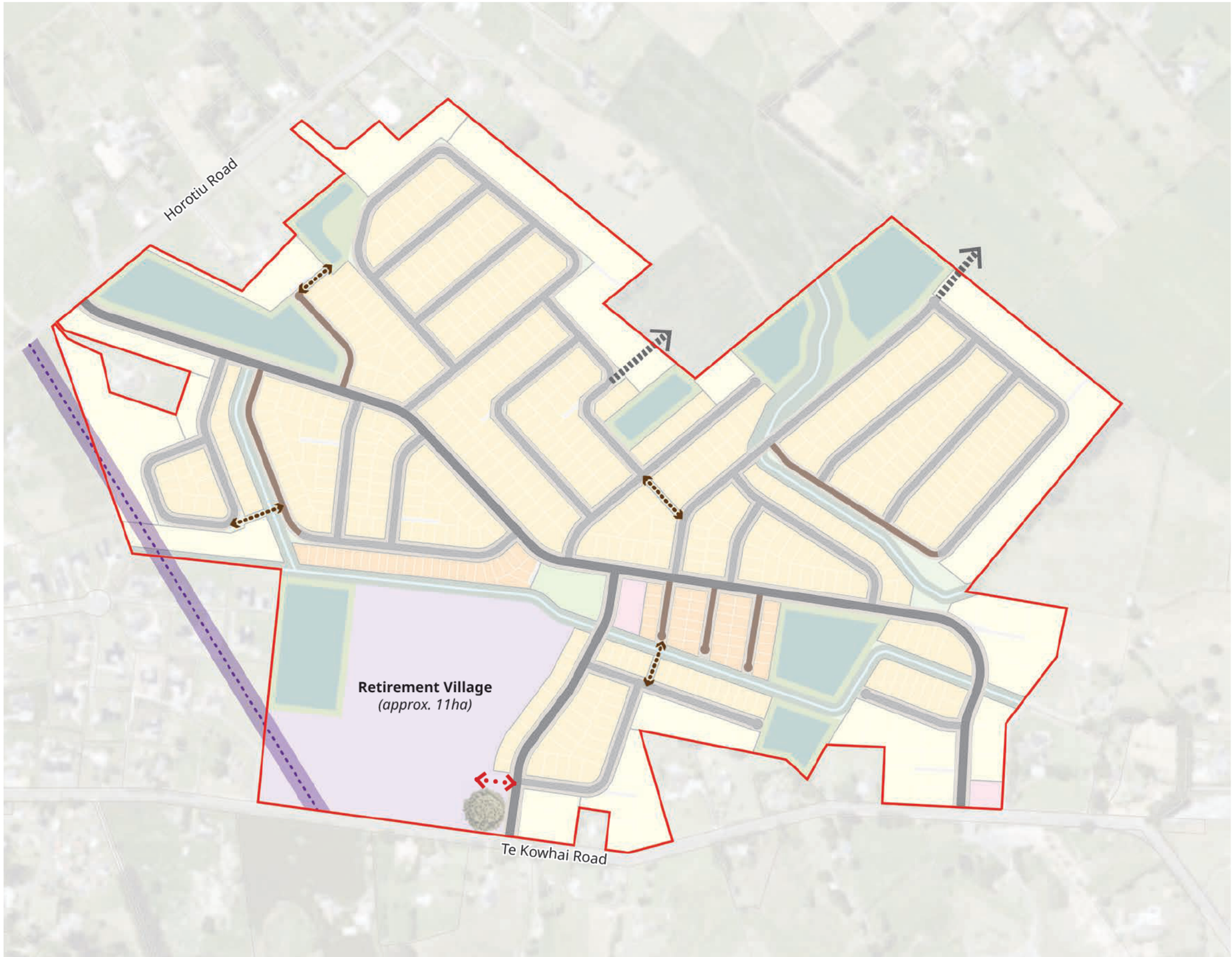


Figure 7 *Movement Network and Road Hierarchy*

2.4 Stormwater, Water, and Wastewater

Stormwater

Stormwater runoff within Stillhaven will be managed to ensure that runoff from roads, residential lots, berms, and driveways does not cause flooding or ponding within the development or increase flooding downstream.

The proposed stormwater management system utilises the existing east–west drainage network, which conveys runoff from the eastern side of Te Kowhai Road through the site and discharges to the west. Runoff from the development will be directed to eight stormwater ponds and basins before discharging to the existing drainage network at controlled rates that reflect existing conditions.

The stormwater strategy is designed to improve drainage performance compared with existing conditions, including reducing current flood risks. A north–south greenway west of the proposed retirement village will divert flows to an oversized detention basin, providing additional flood storage to mitigate existing onsite flooding and assist with adjacent flooding issues. Flows will then discharge via the Horotiu Road culvert downstream of the site.

The proposed ponds and basins will also incorporate bioretention treatment systems to improve stormwater quality before discharge. Post-construction planting will support stormwater treatment while creating ecological habitat and enhancing biodiversity.

Water

Potable water supply options are currently being assessed and are expected to likely include a connection to the new watermain under construction along Horotiu Road to service the wider Te Kowhai area. Consultation with Council and IAWAI will confirm the connection point and available capacity once construction is complete. Water network modelling will then be undertaken to determine reticulation requirements within the site, including any bulk watermain infrastructure along the proposed spine road.
Existing water bores on the site will be utilised during construction to support dust suppression during bulk earthworks and civil works, reducing demand on the potable water network.

Wastewater

Similar to potable water, wastewater services for Stillhaven are expected to connect to the new wastewater main currently under construction along Horotiu Road to service the wider Te Kowhai area. Within the development, wastewater will be conveyed via a gravity reticulation network and pumped to the public wastewater system via a proposed pump station located at the site's low point.

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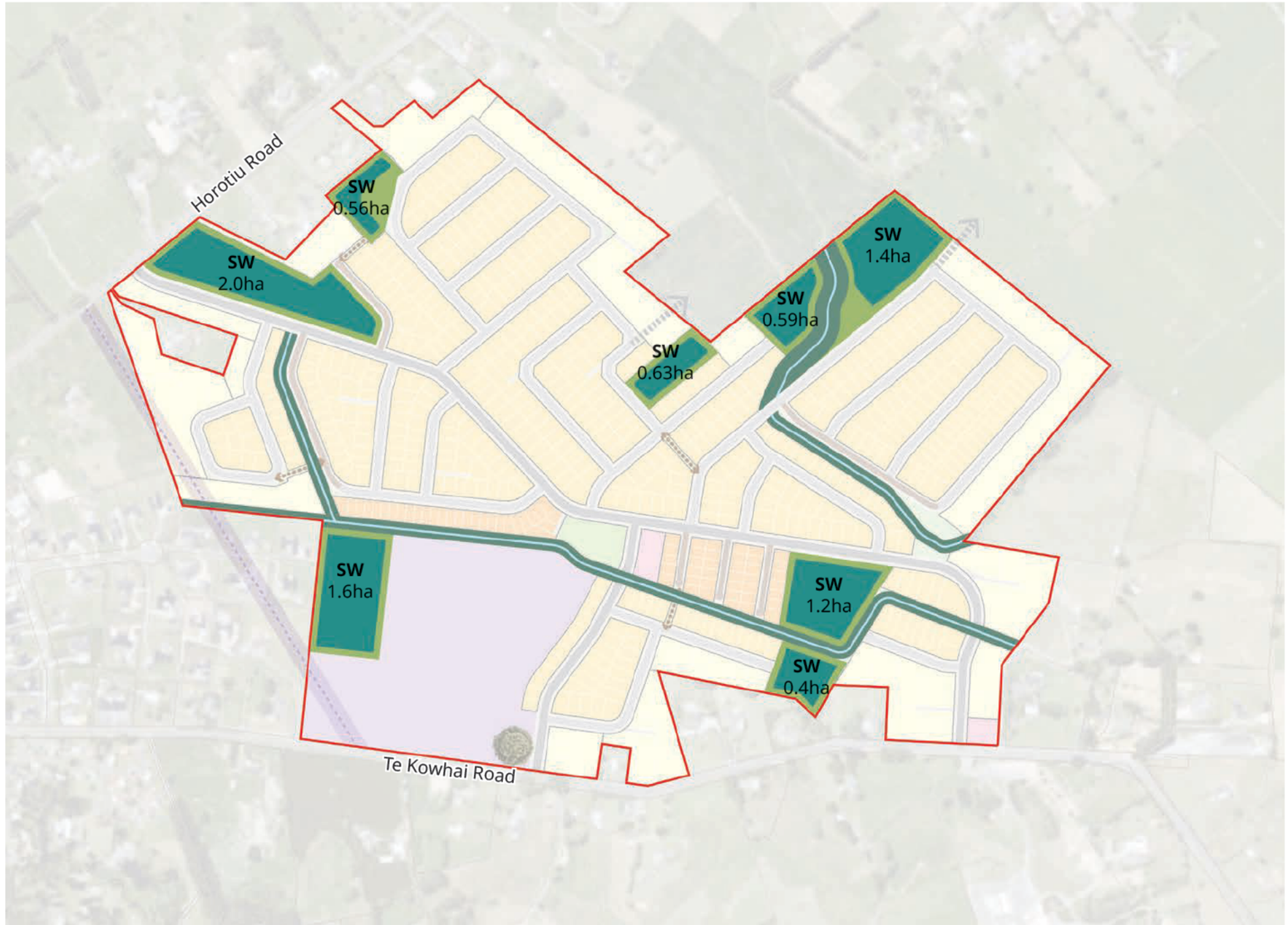


Figure 8 *Proposed Stormwater Network*

2.5 Indicative Staging Plan

Figure 9 illustrates the potential staging of the Stillhaven development across eight key stages.

The staging plan remains a work in progress and will be refined as further technical inputs are received. While some stages will need to follow others due to infrastructure, access or servicing requirements, the overall delivery does not necessarily need to occur in the numerical sequence shown.

Stage 1 is expected to deliver the superlot for the retirement village, residential lots, and associated stormwater infrastructure, with stormwater flows directed to the eastern stormwater basin before discharging into the existing drainage channel.

Each stage is also likely to include sub-stages, which will be confirmed and further developed in coordination with relevant technical inputs.

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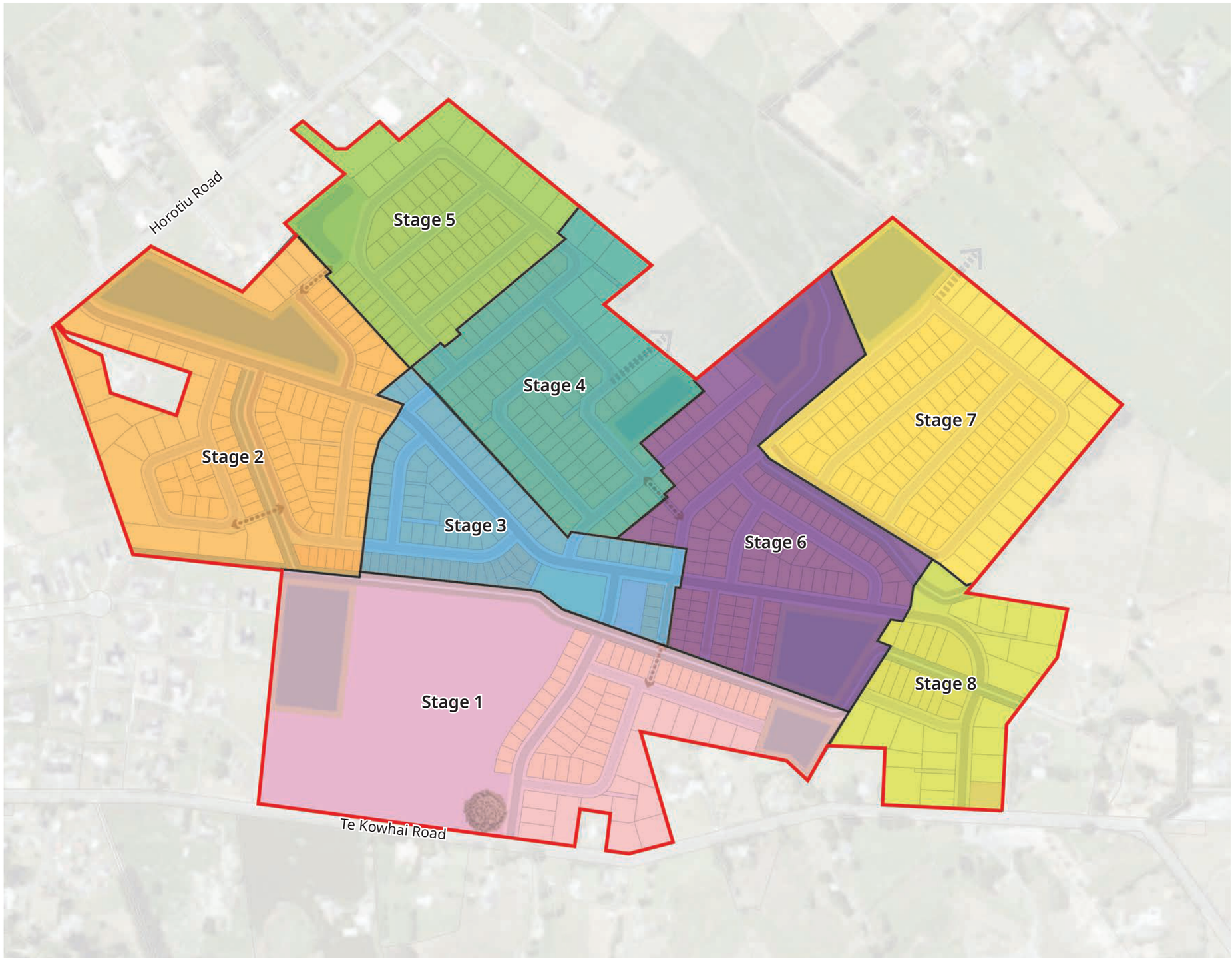


Figure 9 *Indicative Staging Plan*

B&A

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