

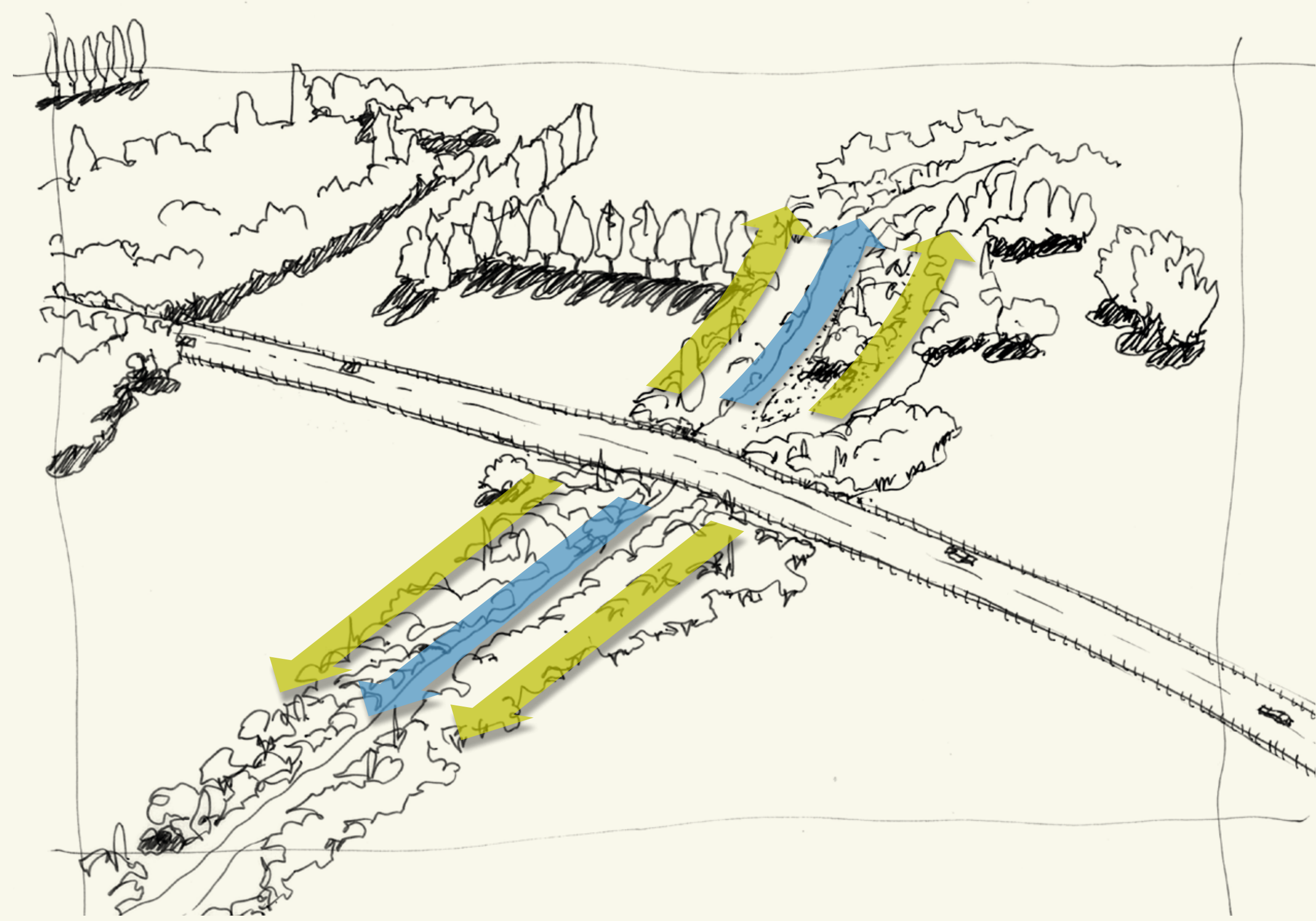
# LET THE LANDSCAPE FEATURE

## CREATING ONE LANDSCAPE

The urban and landscape design for Warkworth to Wellsford will be a continuation of the Urban and Landscape Design Framework (ULDF) created for Pūhoi to Warkworth. The highway should be **understated**. It should neither draw attention to itself, nor be an unattractive foreground. While the Warkworth to Wellsford section passes through different landscapes, it is a continuation of the Pūhoi to Wellsford project which will provide a seamless experience in terms of the highway itself. Differences in character along the route should unfold in the landscape, free from distraction.

The highway should convey a **refined and minimalist aesthetic** with carefully designed details. It should include the following:

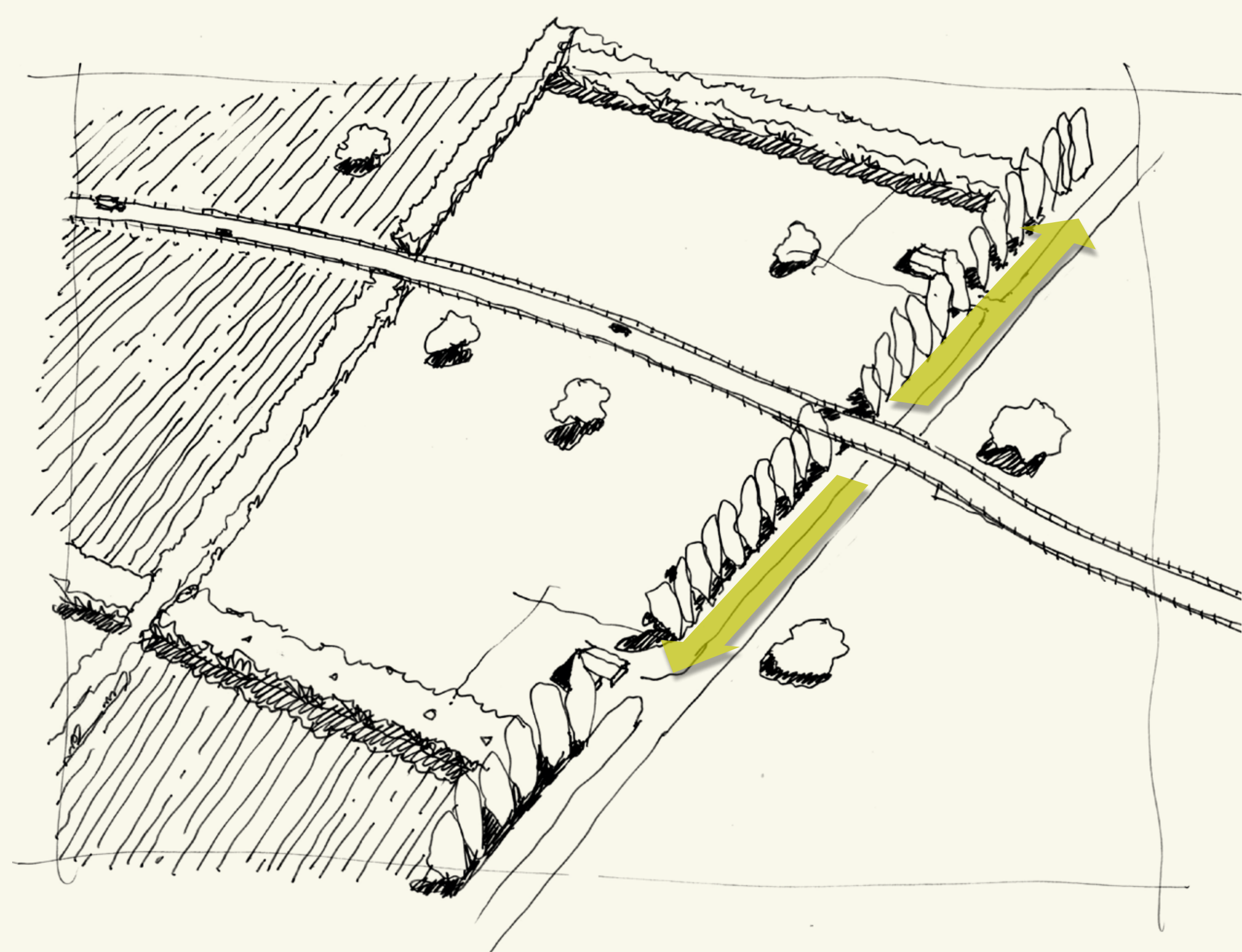
- Cohesive suite of highway elements
- Standardised spatial layout of highway elements
- Aesthetically clean highway margins
- Green margins, minimising herbicide maintenance
- Clean lines, and minimalist detailing; and
- Minimal variety of materials and colours



## ENHANCING THE AQUATIC HABITAT

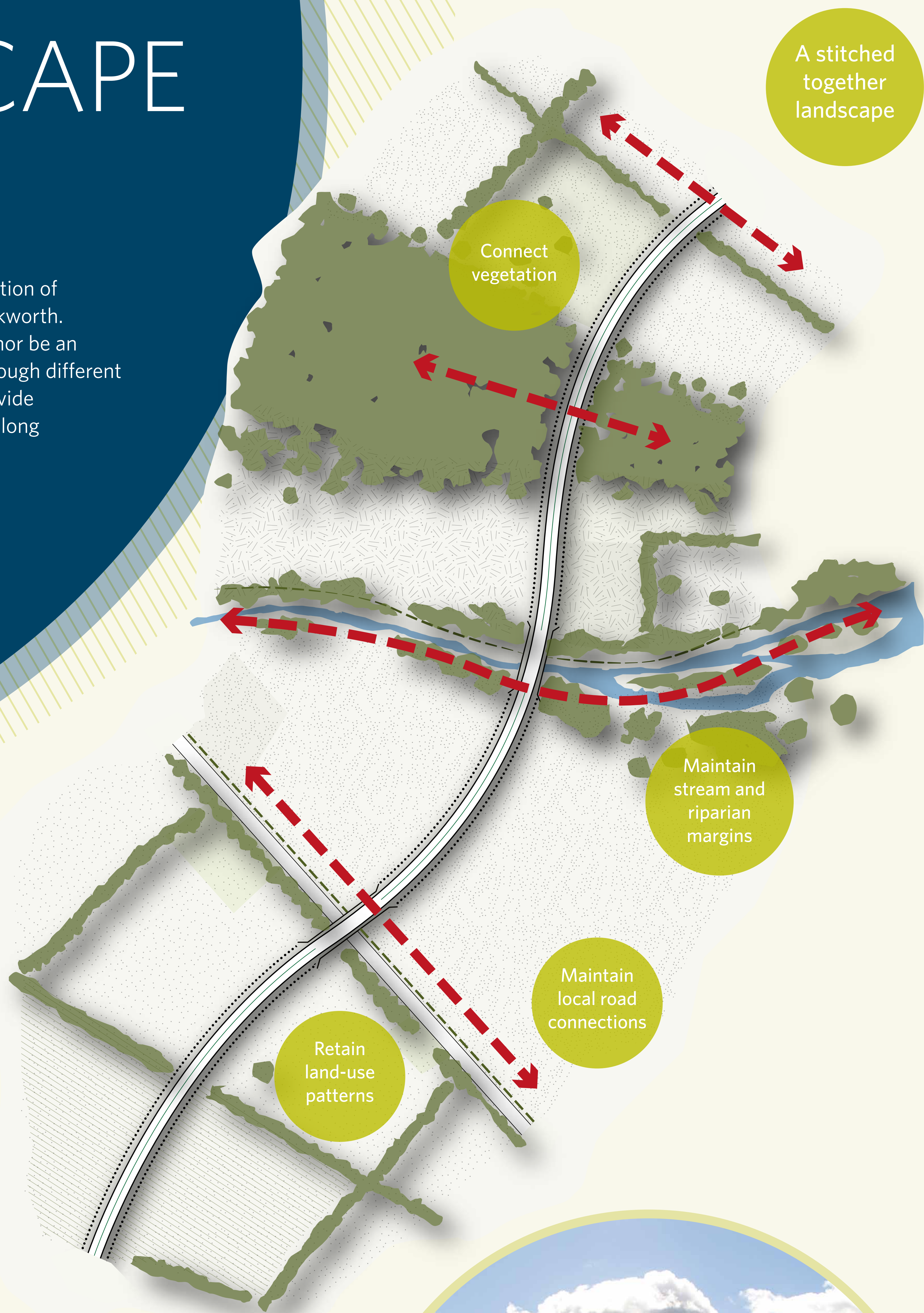
When the Indicative Alignment crosses a stream or river the preference is to construct a bridge rather than a culvert when possible as this provides better wildlife and landscape connections.

These areas will be enhanced through riparian planting using indigenous plant species as this both enhances the aquatic habitat and increases local biodiversity.



## UNINTERRUPTED LOCAL ROAD CONNECTIONS

Local road connections will remain 'at grade' where possible. That means if the Indicative Alignment is in a cutting then the local road connection will bridge over the new highway. If the Indicative Alignment is on an embankment then the local road connection will pass underneath.



Concepts taken from the Ara Tūhono Pūhoi to Warkworth section ULDF (2015)



Above: Looking over the Streamland flats from Wyllie Road

Left: Looking from Mangawhai Road back towards Te Hana