

Memorandum for Mt Welcome, Pukerua Bay, Porirua: FTAA-2603-1181

**Response to Comments on a Substantive Application under section 53 of the Fast-track Approvals Act 2024:
Landscape and Visual Assessment ("Report")**

To: Torrey McDonnell [REDACTED]

Background

1. The Report was prepared by Andrew Gray, Landscape Architect in the Infrastructure Group, Parks Team of the Porirua City Council ("Council") in response to a review of our Landscape and Visual Effects Assessment dated 20th November 2025 ("LVEA").
2. The Report requires that we provide further assessment for *"the impact of the earthworks required for the formation of the entrance into the development on SH59."*¹
3. The Report notes:
 - a. *"The proposed roundabout results in the removal and loss of existing native vegetation and tall cut faces orientated towards the State Highway."*²
 - b. *"No commentary has been provided in the LVEA as to whether the proposed vegetation removal and earthworks will maintain the character and amenity values of the General Rural Zone. Nor does the LVEA address how the visual effects arising from these changes will be mitigated."*³

Additional information

4. The Porirua City Council's District Plan 2025 Objective GRUZ – Character and amenity values of the General Rural Zone requires the following:⁴

"The predominant character and amenity values of the General Rural Zone are maintained, which include:

- 1. A working environment where rural activities generate noise, smells, light overspill and traffic, including heavy vehicles, often on a cyclic and seasonal basis;*
- 2. **Rugged hill country** with a predominance of pasture for grazing and **vegetation of varying types, including crops, forestry and native bush;***

¹ Comments on a Substantive Application under section 53 of the Fast-track Approvals Act 2024: Landscape and Visual Assessment, Porirua City Council, pg 2.

² Comments on a Substantive Application under section 53 of the Fast-track Approvals Act 2024: Landscape and Visual Assessment, Porirua City Council, pg 2.

³ Comments on a Substantive Application under section 53 of the Fast-track Approvals Act 2024: Landscape and Visual Assessment, Porirua City Council, pg 3.

⁴ Porirua City Council District Plan 2025, GRUZ-O2.

3. **A low-density built form with open space between buildings that are predominantly used for rural activities, buildings include barns and sheds, and residential units ancillary to rural activities; and**
4. **The presence of rural infrastructure, including rural roads and the on-site disposal of wastewater, and a general lack of urban infrastructure, such as street lighting, solid fences and footpaths."**
5. The development of a roundabout and road connection into Mt Welcome requires the removal of areas of existing vegetation and cut of batter slopes as set out in Figure 1 below.
6. An extent of the vegetation removal (7,080m²) is proposed with 2,035m² of that area being within Significant Natural Areas 027 and 029. From an ecological perspective, the proposed removal of this vegetation is being addressed through offsetting measures in the ecology report for the Project. The remaining vegetation is a mixture of native and exotic planting with a significant amount being an existing Pine stand with variable under canopy (i.e. fern spp, blackberry and other species).

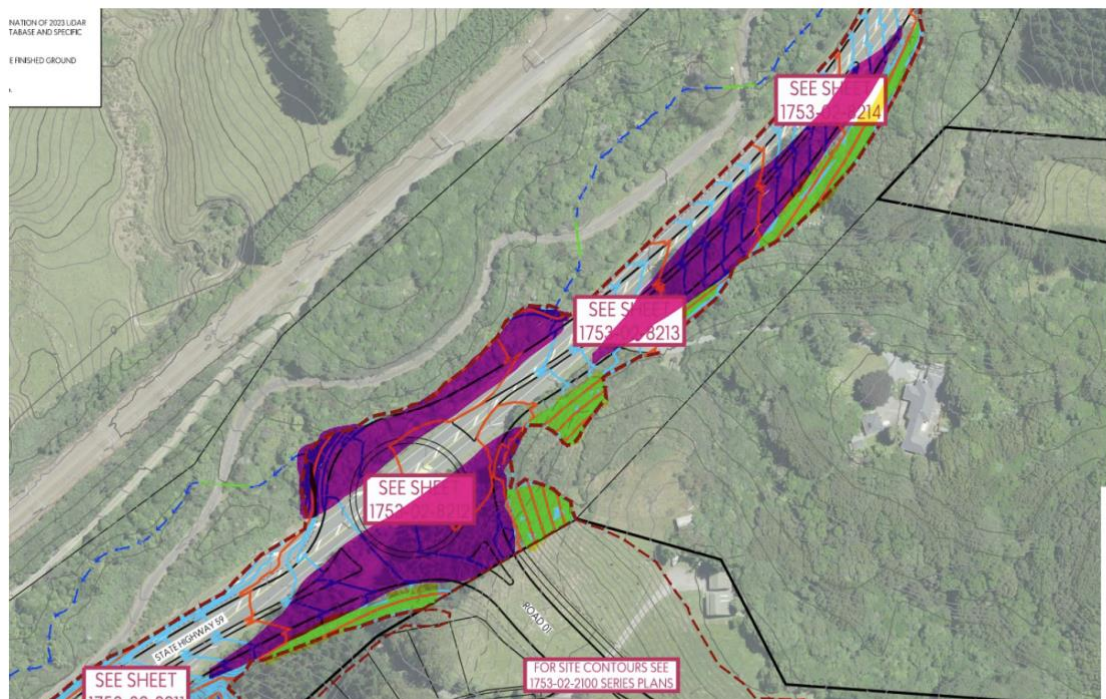


Figure 1: Proposed works within SH59 corridor.

Purple highlights = loss of vegetation and Green highlights = cut faces

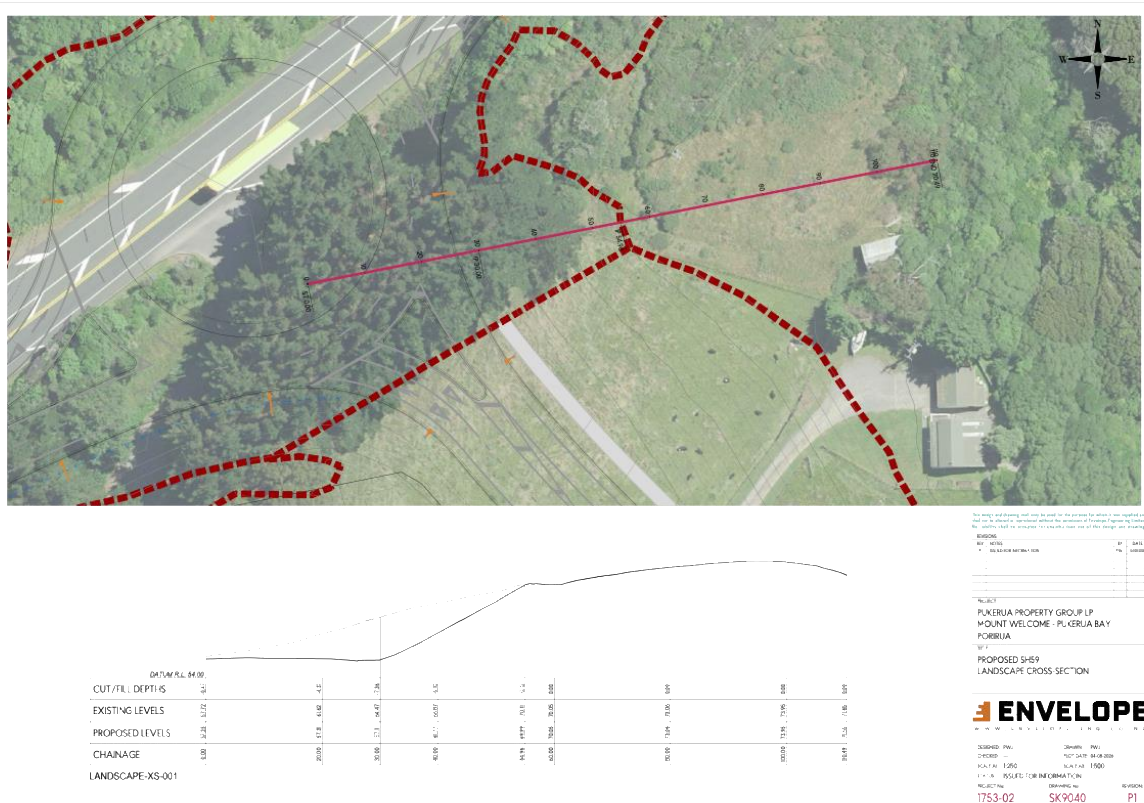


Figure 2: Plan and section of one of the more prominent cut faces.

7. Figure 2 above shows a cross section of one of the proposed cuts for the Project which would be visible when travelling north along SH59 and/or turning into the Mt Welcome Development. This cut is 12m tall with a 1:2m slope.
8. There is currently no planting associated with the road corridor shown on the Landscape and Ecological Plans for the Project. The writer assumed that a mitigation planting plan (covering a mix of planting and hydro seeding) would be prepared and submitted to the relevant parties for approval as part of the detailed design phase of the Project. Note proposed condition below to accommodate this.

Further assessment

9. The proposed entrance works including (but not limited to) the roundabout, associated earthworks, cut batters, drainage infrastructure and road formation, will result in changes to the landscape character and visual amenity of the State Highway 59 corridor. These changes are acknowledged however they are considered appropriate within the context of the existing transport environment and are not unexpected features within a state highway corridor.
10. Road cuttings, embankments, drainage features and modified landforms are established components of the State Highway 59 ("SH59") corridor and they reflect the functional and safety requirements of a state highway. The immediate landscape is currently characterised by transport infrastructure (roading, barriers, and street lighting) running through a modified rural area. The proposed entrance represents a logical

extension of the existing transport character rather than the introduction of a new or incongruous landscape element.

11. While the removal of indigenous vegetation is recognised, this loss is addressed through the Project's ecological offset (refer to the Ecology Report). Landscape reinstatement and planting within the road corridor will assist in integrating the entrance works with the surrounding environment, softening views of the engineered landforms, and maintaining the landscape character and amenity values of the corridor over time.
12. It is considered technically feasible to establish planting on the proposed 1:2 cut slopes using a “plug planting” technique (refer Figure 2 above). However, the health and safety implications, access constraints, and ongoing maintenance requirements are likely to make large-scale implementation impractical. As a result, hydroseeding is expected to be the preferred establishment method across much of the slope.
13. Where access is more achievable, particularly on the lower portions of the batters, targeted plug planting may still be appropriate to improve diversity of species and visual outcomes. In addition, natural colonisation from existing vegetation at the crest of the slopes is anticipated to occur over time, further assisting in the integration of the earthworks into the surrounding landscape.
14. The surrounding corridor provides examples of cut batters that have successfully stabilised through grassing and, over time, natural regeneration of vegetation as well. The examples set out in Figures 3 and 4 below show cut faces which are 1:1.2m to 1:1.5m slopes at over 30m tall in places. These are significantly larger than the proposed cuts in Figure 2 above. This demonstrates that while the proposed earthworks will initially appear visually prominent, their appearance is expected to soften progressively as vegetation establishes. Planting design will need to be prepared in consultation with the New Zealand Transport Agency but the assumption at this point is that there will be a mixture of hydro seeding and planting proposed in order to soften the earthworks and road infrastructure.



Figure 3: SH59 south of the proposed entrance. Approximately 1:1.2m to 1:1.5m slopes which are over 30m tall in places. Source: Google Street view.



Figure 4: SH59 south of the proposed entrance. Note cut heights and slope more aligned with those proposed in Fig 2 above. Source: Google Street view.

15. The visual effects from the entranceway will largely be confined to the immediate vicinity of the new intersection. For most users of SH59, views of the entrance will be transient, and in places – peripheral, while travelling at highway speeds which limits the magnitude of and opportunity for visual exposure. Beyond the immediate intersection, the existing vegetation and landform continue to screen much of the Project from the wider transport corridor.
16. The extent of earthworks has been influenced by the geometric and safety requirements of the state highway intersection, including achieving appropriate sightlines, grades and traffic movements. There is limited opportunity to avoid these engineering interventions while still providing a safe and functional transport connection.
17. In respect of the General Rural zoning for the affected SH59 land in the Council’s District Plan, the character is that of a modified rural landscape and the nature of the area as a state highway, as opposed to a rural road, is evident. As explained above, while the Project is going to further modify the landscape, the views of such modifications are fleeting and experienced at high speeds. It is also the writer’s understanding that the state highway designation takes priority (from a planning and design perspective) over the District Plan zoning.
18. Overall, while the entrance works will introduce noticeable localised changes to the roadside environment, they are considered to be an anticipated and appropriate component of transport infrastructure within the SH59 corridor. Having regard to the existing character of the highway environment, the transient nature of public views, the proposed ecological offset, and the landscape reinstatement and planting, the resulting landscape and visual effects are considered to be **Low to Moderate**, reducing to **Low** over time as vegetation establishes and matures.

Recommendations

19. Andrew Gray makes the following recommendations in the Report:⁵

⁵ Comments on a Substantive Application under section 53 of the Fast-track Approvals Act 2024: Landscape and Visual Assessment, Porirua City Council, pg 5.

"I consider that additional consent conditions should be provided to address the visual mitigation of the entrance to the site and the associated cut batters within the State Highway 59 (SH59) road corridor. Particular attention should be given to remedying any loss of native vegetation around the Taupo Stream on the north-west side of SH59 by the proposed entrance intersection and any resulting cut faces, as well as remedying the tall cut batters faces created on the south-east side of SH59 for forming the entrance into Mount Welcome and maintaining the character and amenity values of this area in the General Rural Zone. Any proposed landscaping will need to be developed in conjunction with NZTA as the road controlling authority."

20. Porirua City Council's Planning Report notes the following in relation to proposed consent conditions:⁶

"The relevant consent conditions should also address the wider works within the SH59 road reserve, specifically the reinstatement of the areas within the road reserve that will be affected by the proposed wastewater main upgrades south of the site and the installation of the new water supply main north of the site."

21. Following consideration of the Report, and consultation with the wider consulting team for the Project, the writer recommends the following draft consent condition:

Landscape Mitigation and Reinstatement:

Prior to the commencement of landscaping works within the SH59 road corridor, the Consent Holder shall submit to PCC for information, evidence of agreement by New Zealand Transport Agency Waka Kotahi (NZTA) as the Road Controlling Authority, a SH59 Landscape Mitigation and Reinstatement Plan ("Plan") prepared by a suitably qualified and experienced Landscape Architect.

The Plan shall include, as a minimum:

- a. Measures to mitigate the visual effects of the new site entrance, associated earthworks and cut batters within the SH59 road corridor.
- b. Landscape treatment of the cut batters on both sides of SH59, including planting, hydroseeding, erosion control and any other measures necessary to integrate the earthworks into the surrounding landscape and support the character and amenity values of the General Rural Zone.
- c. Reinstatement and rehabilitation of all areas within the SH59 road reserve disturbed by the construction of the development, including the installation of the wastewater main south of the site and the water supply main north of the site.
- d. Details of plant species, grades, densities, establishment methods and maintenance requirements for a minimum establishment period of three years, including replacement of any plants that fail during this period.

Brad Dobson – Registered Landscape Architect
Director – Blac Ltd



⁶ Planning Report on behalf of Porirua City Council dated 31 July 2026, pg 66.

Memorandum for Mt Welcome, Pukerua Bay, Porirua: FTAA-2603-1181 (“Project”)

**Response to Comments on a Substantive Application under section 53 of the Fast-track Approvals Act 2024:
Parks (“Report”)**

To: Torrey McDonnell [REDACTED]

Background

1. The Report was prepared by Matt Hoffman, Manager Parks Planning and Niamh Brady, Resource Planner Parks of the Porirua City Council (“Council”) in response to a review of the Substantive Application under section 53 of the Fast-track Approvals Act 2024. Subsequently, Porirua City Council’s Planning Report by Rory Smeaton was prepared.
2. The writer is responding to comments in both the Report and the Planning as they relate to the Masterplan and Landscape Urban Design Strategy (“MLUDS”) and the Landscape and Ecology Plans parts A & B (“LEPs”), which have been prepared or partly-prepared by Blac Limited.
3. In the table below, the writer has summarised the key issues from the Report and has responded to each of those issues.

Report reference	Issue + concerns	Response
Executive Summary; Sections 1.2, 3.3, 3.4, 4.3	<u>Overall level of design detail:</u> Parks, reserves, tracks and public realm are considered too conceptual. Further design information, dimensions and specifications are requested or alternatively certification is required through consent conditions.	The writer suggests certification through consent conditions to enable the further information to be prepared during the details design stage.
1.2.1–1.2.3	<u>Reserve design and usability:</u> Further information is requested regarding reserve topography, usable flat areas, cut/fill gradients, reserve function, ecological outcomes and future Council assets.	Contour information is provided on LEPS and Engineering Plans. The reserves have been designed to maximise “flat” useable areas. Some areas slope, have play areas or planting. The below is a non-exhaustive and approximate list of the flat areas vs play areas shown in the LEPs with the residual land being sloping grass, or planting or paths: Neighbourhood Reserve Park: Flat Area: 3026m² Playground Area: 1800m²

		Lower Terrace Reserve: Flat Area: 1438m² Playground Area: 302m² Upper Terrace Reserve: Flat Area: 2851m² Playground Area: 509m² Lucas Block Reserve Park 'A': Flat Area: 1910m² Playground Area: 540m² Lucas Block Reserve Park 'B': Flat Area: 1148m² Playground Area: 217m² The function and proposal for each reserve is set out on pages 37 – 41 of the MLUDS, which also aligned with the proposed LEPS. It is assumed detailed design of equipment and placement etc. would be prepared alongside the Council for certification.
1.3–1.4	<u>Planting strategy and ecological restoration:</u> A more detailed planting strategy is being requested including planting rationale, species diversity, ecological restoration, buffer planting, pine management, erosion planting and review of planting schedules.	The MLUDS and LEPS address many of these aspects. The provision of further information could be dealt with via consent conditions to enable the information to be prepared during the detailed design stage. An extent of the methodology will be covered by proposed consent conditions for a Landscape and Ecology Management Plan (LEMP) to support implementation of LEPS.
Section 2	<u>Streetscape design:</u> Greater coordination is sought between streetscape, planting, lighting, storm water aspects, utilities and street trees, together with more detailed streetscape drawings.	The LEPS currently show all vegetation and lighting within the streetscape. These plans can be developed with further detail for certification during engineering approval.
3.1	<u>Track network consistency with the Structure Plan:</u> There is concern that several proposed track connections shown in the Northern Growth Structure Plan have not been carried through, reducing permeability and future connectivity.	Tracks have been positioned so they do not preclude future connectivity to the south or across valleys, noting that future development of the balance land will need to consider the Structure Plan.

3.2–3.2.1	Future-proofing and connectivity: There are requests for additional easements, reserve connections and legal mechanisms to ensure future public access through balance lots, drainage reserves and JOALs.	The writer defers to the engineering team on the Project.
3.3–3.4	Track design standards and technical information: Tracks require additional technical information including classification, gradients, widths, construction standards, design rationale and compliance with Council track standards.	The provision of further information could be dealt with via consent conditions to enable the information to be prepared during the detailed design stage.
3.4.2–3.4.7	Coordination of tracks with earthworks, drainage and planting: There is concern that track alignments have not been fully coordinated with contours, fill batters, drainage reserves, overland flow paths and planting, creating potential constructability and maintenance issues.	As noted on the LEPs, these are indicative only and require further detailed design as part of future Council certification.
Section 4.1–4.2	Playground design: The Council generally supports the playground locations but recommends refinements relating to accessibility, CPTED, maintenance access, fencing, lighting, dog exercise areas and playground positioning.	The playgrounds require detailed design as part of future Council certification.
Executive Summary; Section 4.3	Delivery through consent conditions: There are requests for consent conditions requiring detailed design certification to ensure the outcomes illustrated in the MLUDS are delivered through implementation.	The writer agrees with this issue.

Recommendations

4. Porirua City Council's Planning Report recommends that consent conditions be included in relation to parks and reserves, to require, in summary:
 - A Fire Control Plan setting out details for a low-flammability planting buffer between tracks and private dwellings, locations of planted fire breaks, and plant species, numbers, size, spacing, layout and grade including locations and species for low-flammability plants for each of the low-flammability planting areas.
 - A Pine Management Plan setting out details of the long-term management of existing pine tree belts, the removal of wilding pines that spread beyond the existing pine tree belts, and the management of pine tree stumps.
 - Neighbourhood Purpose Reserve Detailed Design Plans.
 - Reserve Land Landscape Planting Plan.
 - Track design plan and track marking.
 - Terrestrial revegetation management plan.
 - Terrestrial Offset Planting and outcomes monitoring.
 - Certification of construction of play equipment and play surfacing within parks with relevant standards.

- As-built plans for neighbourhood reserves, playgrounds, and tracks.
 - Fencing adjoining reserves to be maintained by the owners of adjoining lots.
 - The interface between the Neighbourhood community reserve and the adjoining commercial centre on Lot 1000.
5. Following consideration of the Report and the Planning Report, and consultation with the wider consulting team for the Project, it's the writers understanding these are addressed through existing proposed consent conditions.

Brad Dobson – Registered Landscape Architect

Director – Blac Ltd



Memorandum for Mt Welcome, Pukerua Bay, Porirua: FTAA-2603-1181 (“Project”)

Response to a Technical Review Memorandum: Urban Design (“Memo”)

To: Torrey McDonnell [REDACTED]

Background

1. The Memo was prepared by Mathew Wenden, Urban Designer at McIndoe Urban in response to a review of the Substantive Application under section 53 of the Fast-track Approvals Act 2024.
2. The writer is responding to comments in the Memo that relate to the Masterplan and Landscape Urban Design Strategy (“MLUDS”) and the Landscape and Ecology Plans parts A & B (“LEPs”), which have been prepared or partly-prepared by Blac Limited.
3. The Planning Report from Porirua City Council (“Council”) relating to the Project raises various recommendations in response to the urban design review for the Project.¹ The writer has reproduced the sections of that recommendations table below that relate to the MLUDS and LEPs and then added, and completed, the additional ‘Response’ column.

Recommendation	Proposed Planning Response	Response
1. The open space and lot layouts at the heads of Roads 10, 11 and 26 be designed to enable future road connections into the Skaiffe Block without requiring the removal of open space or land acquisition, potentially through provision of future road reserve land.	Revision of scheme plan to include road reserve of sufficient width to enable future road connections from Roads 10, 11 and 26 to the southern boundary.	The writer defers to the civil engineers on the Project.
2. The lot and open space arrangements at the heads of Roads 21 and 25 be designed to preserve the ability to deliver future road connections without reducing open space reserves or requiring land acquisition.	Revision of scheme plan to enable future road connection between Roads 21 and Road 25 of appropriate width and gradient.	The writer defers to the civil engineers on the Project.
3. The eastern-most track route be shown on the application plans and secured through a consent condition requiring delivery when the wider Muri Block loop track network is developed.	Revision of MLUDS plans. Additional consent condition requiring a consent notice on Lot 5003 for delivery of eastern track through any future development.	The writer defers to the planner on the Project for comment. The writer notes that any future development on Lot 5003 would be subject to the same District Plan and Structure Plan provisions and the Council can rely on those provisions to enable future connections/tracks.
4. An additional off-road walking and cycling	Revision of scheme plan and roading plans.	The proposed connection to Muri Block to the north is technically possible but its not

¹ Planning Report on behalf of Porirua City Council dated 31 July 2026, pg 19.

connection be provided from Upper Terrace to connect with the existing track south of Road 7 and improve active mode links to the Muri Block.		clear to the writer what it would be connected to and what implications this could have on the Muri Block development. The trail network currently provides connectivity via the street network to the Muri Block with off street connections possible via the either stormwater water reserves located east and west on Road 7. Although this requires a short connection on street, it isn't considered to be a long distance and is common on trail networks. 
5. The subdivision layout be refined in accordance with the recommendations in Appendix 1, including improved street connectivity, collector road extensions, park relocation, walking trail links, future-proofing measures, and support for multi-unit housing near the local centre.	This overarching recommendation is achieved through the other proposed responses.	The writer defers to the civil and transport experts on the Project for comment on most of these matters. In respect of relocating parks, the writer's comments are: Alternative park locations have been considered throughout the development, including amendments made in response to feedback from Porirua City Council and the initial Urban Design Review. The proposed Lucas Block parks are considered appropriate because they provide a balanced distribution of open space within walking distance of surrounding neighbourhoods, while also serving as gateways to the wider valley open space network and future pedestrian connections. Unlike street-defined parks, these parks occupy more prominent locations that provide broader outlooks across the landscape, creating a greater sense of openness and amenity, different to others currently provided within the development. They are also framed by residential development on multiple sides, providing passive surveillance, improving safety, and enhancing the amenity of both the parks and the adjoining homes. While the parks may ultimately be required to accommodate future transport connections identified within the Structure Plan, the Project includes a mechanism (i.e the developer of the land would be required to find land for a park to offset loss of this area) to ensure that an equivalent neighbourhood park is provided in

		close proximity (if required). This approach maintains the intended level of open space provision while preserving flexibility for future transport infrastructure if the wider growth area develops.
6. Services infrastructure be designed with sufficient capacity to support future medium-density residential development within a reasonable walkable catchment of the local centre.	Additional consent conditions for assumptions of the number of dwellings to be provided for by water, wastewater and stormwater infrastructure networks.	The writer defers to the planner on the Project.
7. The indicative centre design be replaced with a higher-level precinct plan approach to provide stronger direction and control over key structural elements.	Proposed precinct plan to be provided by Applicant. Additionally consent condition to be included requiring a consent notice on Lot 1000 requiring future development to be in accordance with the precinct plan.	The Council's District Plan is relied on for the controls on the centre design. The imagery within the MLUDS is indicative only.
8. The two Lucas Block parks be relocated to more central and accessible locations to improve usability, visibility, and future road network flexibility.	Revision of scheme plan by Applicant to relocate the two proposed parks within the 'Lucas Block'.	Refer to the response in point 5 above.
9. A safe crossing facility be provided to connect with the Ara Harakeke shared path, preferably through a signalised intersection.	Revision of roading plans by Applicant to include active transport connection across SH59.	The writer defers to the transport expert on the Project.
10. The proposed road type for Road 02 be amended to align with Collector Road Types A–C (with provision of cycle lanes) to better reflect the intent of the Northern Growth Development Area Structure Plan.	Revision of roading plans by Applicant to show all of Road 02 as Collector Road Types A–C.	The writer defers to the transport expert and civil engineers on the Project.
11. Roads 12 and 15 be extended to form a connected crescent loop, and Road 04 be connected to Road 01 to improve network connectivity.	Revision of scheme plan and roading plans by Applicant to provide roading connections.	Roads 12 and 15 have been connected via walkways as the result of a previously adopted recommendation from the Council and the initial Urban Design Review. The writer defers to the transport expert on the Project for the connectivity between Roads 04 and 01. A planned walkway connection between Road 04 and the Lower Terrace provides for some connectivity to the west of the Project with the connecting street network.
12. Additional pedestrian or road connections be considered between Roads 02 and 03, and Roads 26 and 28, to improve permeability across large blocks.	Revision of scheme plan to create pedestrian and/or road connections.	The writer considers that the proposed pedestrian connectivity is adequate and notes the connections suggested by the reviewer will not necessarily support the main destinations (i.e. park or centre) but connections between homes instead.
13. All referenced design guidelines and controls be provided, and their planning status clearly defined to enable proper assessment.	Further information to be provided by Applicant's landscape architect on guidelines referenced in the Strategy. Additional consent	The writer intended that on-lot design guidelines would be prepared to give effect to MLUDS as outlined on the Page 3 of MLUDS. Design guidelines will be voluntary documents prepared by the Applicant to

Additionally, a formal implementation mechanism be established to ensure any future design guidelines and controls are applied and enforceable through the consent framework.	condition for implementation of design guidelines.	communicate the intended design vision and encourage a high standard of on-lot built form and landscaping outcomes throughout the development. They would provide guidance on matters such as colour palettes, fencing, planting and other elements, but is not intended to impose additional regulatory requirements beyond those already contained within the District Plan, and consent conditions and any applicable consent notices approved through this consent. The matters addressed by a design guide ensure commercial quality controls are in place and the Applicant may choose to implement through private mechanisms. Requiring compliance with a design guide by condition would unnecessarily elevate a non-statutory guidance document into a regulatory instrument and create uncertainty around its interpretation and enforcement. Accordingly, the proposed condition is neither necessary nor appropriate.
14. Confirmation be provided that consent notices #110 & 111 represents the full extent of the proposed landscape treatments and built form controls referenced in Appendix 22 - Masterplan + Landscape Urban Design Strategy.	Further information to be provided by Applicant's landscape architect.	Consent notices 110 and 111 relate specifically to outcomes of the Landscape Visual Effects Assessment not the MLUDS.
15. Further detail be provided on the landscaping measures identified in Consent Notice #110 to ensure the intended outcomes are be achieved.	Amendments to Condition 110 consent notice wording.	As identified in the LVEA, observations from Viewpoint Two (where the houses form part of the skyline, as opposed to Mount Welcome) and to a lesser extent, Viewpoints One and Four (also where the houses form part of the skyline, as opposed to Mount Welcome) and the corresponding visual effects ratings were at a level worth considering further mitigation. Section 7 of the LVEA sets out the recommendation which has been adopted as a consent notice condition. The writer is therefore comfortable with the wording of the consent notice provided.

MLUDS Status

- Section 6.6.2 of the Planning Report states: *"Additionally, as noted above in relation to the urban design review provided McIndoe Urban, the status of the MLUDS is not clear as it does not provide a firm proposal but only possible indicative outcomes. The status of the MLUDS as it relates to the design of the proposed parks should be clarified."*²

² Planning Report on behalf of Porirua City Council dated 31 July 2026, pg 36.

5. The MLUDS is a strategic landscape and urban design framework that establishes the vision, design principles, and indicative spatial structure for the Project. The parks shown are indicative only and illustrate the intended location, function, and character of open spaces rather than detailed designs.
6. Detailed park designs will be developed at later design stages, informed by the MLUDS, engineering, ecology, cultural values, site constraints, and any relevant consent conditions.

Recommendations

7. The Planning Report suggests the following actions which relate to the writer's scope of work on the Project:
 - A consent notice on Lot 5003 for the delivery of an eastern track through any future development.
 - A consent notice on Lot 1000 requiring future development to be in accordance with a precinct plan to be developed prior to granting of the consent.
 - Implementation of design guidelines.
 - Amendments to condition 110 consent notice wording.
8. Following consideration of the Memo, the Planning Report, and consultation with the wider consulting team for the Project, we make the following points:
 - a. A consent notice for Lot 5003 for the delivery of an eastern track through any future development is not considered necessary as this is a requirement of the Structure Plan that future owners will need to comply with in any event.
 - b. A consent notice for Lot 1000 requiring future development to be in accordance with a precinct plan to be developed prior to granting of the consent is not considered appropriate because the Council's District Plan can be relied on for design constraints/controls.
 - c. While the MLUDS is intended to inform the on-lot guidelines, the applicant's position is to rely on the District Plan for design standards.
 - d. Amendments to condition 110 are not considered necessary.

Brad Dobson – Registered Landscape Architect

Director – Blac Ltd

