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MEMO

TO: Dean Christie | NTP Development Holdings Limited

FROM: Anne Wilkins | Principal Landscape Architect | Novo Group

PROJECT REF: 0383012

SECTION 55 APPLICANT RESPONSE TO POUND ROAD FAST TRACK: LANDSCAPE AND URBAN DESIGN COMMENTS

My name is Anne Eleanor Wilkins, and I am the Principal Landscape Architect at Novo Group in Christchurch. I have over 18 years' of experience as a Landscape Architect, I hold a Bachelor of Landscape Architecture with Honours (BLA Hons) from Lincoln University and am a fully Registered member of the New Zealand Institute of Landscape Architects (NZILA Registered).

I bring extensive experience in landscape architecture, specialising in landscape planning and RMA-compliant visual assessments. My work spans large-scale infrastructure, plan changes, master planning, and urban design projects across New Zealand. I provide expert advice on complex developments, including transport, energy, and rural subdivisions, and prepare and peer review visual assessments, character studies, and evidence for hearings. As a member of national review panels and contributor to industry guidelines, I promote sustainable environmental management guided by *Te Tangi a te Manu*.

I have been asked by NTP Development Holdings Limited ('NTP') to provide a response to the landscape and urban design related matters contained within the written comments on Pound Road Industrial Development application from persons invited by the Panel to comment under Section 53 of the Act. My response is primarily focused on the comments contained in ***Christchurch City Council (CCC) Appendix 9 – Urban Design and Landscape Comments (William Hemming Field)***, with supplementary consideration of landscape-related matters raised in ***Appendix 8 – Aquatic Ecology Peer Review (EOS Ecology)***.

Statement

Although this is not an Environment Court proceeding, I confirm that I have read the Environment Court Code of Conduct for expert witnesses contained in the Environment Court Practice Note 2023 and agree to comply with it. I confirm that the opinions expressed in this statement are within



my area of expertise except where I have relied on the evidence of other persons. I have not omitted to consider materials or facts known to me that might alter or detract from the opinions I have expressed.

Methodology and FTAA

The **Fast Track Approvals Act 2024 (FTAA)** is designed to facilitate the efficient delivery of projects with significant regional or national benefits, while ensuring that environmental effects are appropriately managed. Under the **FTAA**, applications are assessed against specific statutory tests, including the requirement that approvals can only be declined where sufficiently significant adverse effects are identified. It is acknowledged that the proposal has been identified and approved for a Fast Track approval process¹, and the landscape and urban design comments should be assessed within this context. The **FTAA** requires that any conditions imposed are not more onerous than necessary to address the effects for which they are set. If the same or similar outcome can be achieved with a less restrictive measure, the more onerous option cannot be imposed. Conditions that impose unnecessary costs, complexity, or operational limitations breach section 83 of the FTAA. The intent throughout has been to ensure that proposed conditions are proportionate, practical, and directly related to the management of identified effects.

The following Memo provides responses only to those matters where there are differences in interpretation, technical disagreement or where further clarification is warranted. The purpose of this Memo is to ensure that any recommended conditions are proportionate and directly related to managing identified effects. Points of agreement (as summarised in **Table 1** below) are not discussed in detail to avoid unnecessary repetition and to maintain focus on the key issues. Overall, in my opinion, there are no major matters of dispute identified concerning urban design and landscape matters. The proposed development has been identified as appropriately positioned for consideration of existing industrial areas and key transport connections, with the grid layout and shared paths supporting connectivity and movement. While minor refinements could further enhance amenity, the overall design is suitable for the peri-urban context. Localised boundary mitigation and staging considerations have been addressed in the following **Assessment Response** sections. Furthermore, amendments have been made to the landscape plans and planting schedule in response to urban, landscape and ecological reviews discussed in the following memo which are provided in **Attachment 1**.

¹ By way of its scheduling as a 'Listed Project', [Pound Road Industrial Development](#) | Ministry for the Environment



Conditions Summary

The following is a response to the **Appendix 1 - Summary of Recommended Amendments and Conditions of Consent**, which is identified and outlined in **Table 1** following. As noted, the **FTTA** requires that any conditions imposed are not more onerous than necessary to address the effects for which they are set as the intent is that proposed conditions are proportionate, practical, and directly related to the management of identified effects. Where areas have been identified as accepted, already covered by rules or built form standards, or outside of the area of the scope of this assessment, these rows are greyed and are not discussed further, as I view the matter as resolved.

Table 1. Response to Appendix 1 – Summary of Recommended Amendments and Conditions of Consent

#	Condition	Response / comments
1	The maximum building height within the application site shall be unlimited-20m.	The proposal is currently in line with outcomes anticipated by Rule 16.4.2.1 of the CDP in the IG Zone. See Building Heights Section (A) below.
2	Along Barbers Road and Haskett's Road maximum building heights shall be 12m within a setback distance of 15m from the road boundary.	
3	All industrial/commercial frontages and access to the proposed lots shall be from internal roads only (not from Barbers Road or Haskett's Road).	Accepted.
4	All boundaries of the application site and staged development lots shall be planted as part of completing the subdivision prior to lots being developed. The Barbers Road landscaping strip shall be planted as part of completing the subdivision and prior to lots being developed.	Partially accepted, as set out by the changes. These should not be more onerous than what is to be applied as per Rule 16.4.2.7 of the IG Zone. See Landscape Boundary Planting Section (B) below.
5	The applicant shall be required to prepare, plant and maintain, for the establishment period of at least one year (or one full growing season), all the required site and the 5m planting strip along Barbers Road frontage only. landscape strips as part of the subdivision construction.	
6	Tōtara (<i>Podocarpus totara</i>) shall be added to the Barbers Road and Haskett's Road boundary planting species list at spacings of 5m 10 metres apart.	
7	Along the Templeton Golf Course boundaries, building setbacks shall be 5m. and The boundary must be landscaped with a row Cupressus x leylandii 'Ferndown' in a linear spacing of 1.2m. minimum depth of 1.5m and minimum of 1.8m high, including Cupressus x leylandii 'Ferndown' trees at 10 metre spacing.	
8	Along the internal site boundaries with neighbouring rural property boundaries, building setbacks shall be 5m and planted with a row Cupressus x leylandii 'Ferndown' in a linear spacing of 1.2m, until such time that those properties are used for industrial activities.	These properties form a part of the application site, and adverse effects should be disregarded on them.
9	All buildings located within lots fronting onto Barbers Road, Haskett's Road and facing the Templeton Golf Course shall be painted an earth-toned, recessive colour with a reflectance value of not greater than 30%.	Refer to FTAA and Methodology statement. The proposal is an extension to the urban environment and not in a location subject to any special landscape overlays within the District Plan. Both the Rural Urban



		Fringe Zone and Industrial General Zone do not have colour or LRV controls, and therefore this condition is considered more onerous than necessary.
10	Signs shall not be located within the 5m wide landscape strip or adjacent to any proposed access roads off Barters Road or Haskett's Road.	See Signage Section (C) below.
11	Signs on buildings facing Barters and Haskett's Roads shall be limited to a maximum total area of per building of 4m² and positioned at a maximum height above ground level at top of sign of 4 metres or façade height, whichever is lower (as per 6.8.4.2.4 Signs attached to buildings—All rural zones).	
12	Signs shall not be located within the 5m wide landscape strip or adjacent to the proposed access roads off Barters and Haskett's Roads.	Repetition of Condition 10, not required.
13	No free-standing signage or signage on buildings shall be located facing the Templeton Golf Course site.	Accepted.
14	Any signs along the Barters Road or Haskett's Road and on Lots 68–70 frontages shall be consistent with the IG rules and digital signage is precluded not be illuminated.	See Signage Section C below. The Industrial General built form standards will apply to the site (for lighting) therefore no conditions are required.
15	All fixed exterior lighting shall be aimed, adjusted and/or screened to direct lighting away from the residential properties in the adjacent Rural Urban Fringe Zone so that the obtrusive effects of glare on residents are minimised.	
16	All fencing shall be located on the internal boundary of the 5m wide landscape strips along the Barters Road or Haskett's Road with an access gate provided for maintenance if not otherwise accessible.	Accepted. <i>Note: No fencing is proposed as part of the initial subdivision works however future lot owners may construct fences on the internal boundary of the 5m wide landscape strip if desired, provided access for maintenance is retained where necessary.</i>
17	Any services and storage areas along Barters Road or Haskett's Road shall be fully screened by landscaping, fencing or other screening to a minimum of 1.8 metres in height (as per 16.4.2.5 Outdoor storage of materials).	The Industrial General built form standard will apply to the site (which requires the screening of outdoor storage of materials) therefore no condition is required.
18	Any proposed stacked containers located within 20m of the Barters Road or Haskett's Road frontage shall not exceed a height of 15m or internal boundaries with the Rural Urban Fringe Zone not used for industrial use.	Partially accepted, with amendments.
19	Where car parking is proposed to be located at the front of any lots along Barters Road or Haskett's Road, 1 tree shall be planted for every 5 car parking spaces (or part thereof) within any car parking area, in accordance with the provisions in Appendix 6.11.6 of Chapter 6.	The 5m landscaping strip to Barters Road will provide sufficient visual screening to any visibility of car parking internal to the site, and a condition requiring further landscaping is more onerous than necessary. Haskett's Road is not sensitive to parked cars, when accounting of the context of this environment on the



		northern side of the road. No additional screening is necessary.
20	<i>A Planting Maintenance/Management Plan shall be prepared by the applicant for the boundary mitigation planting around the site. Each property shall be required to consistently implement the Planting Maintenance /Management Plan.</i>	Accepted.
21	<i>The proposed location and number of street trees shall be in general accordance with 'Scheme Plan' and 'Exemplar Street Section', dated June 2025, in the 'Urban Design and Visual Amenity Assessment - Graphic Attachment'. The proposed tree species shall be approved by a CCC Arborist.</i>	Accepted.

CCC Urban and Landscape Review²

The following outlines targeted responses to those relevant matters identified in Table 1 above, in response to **Christchurch City Council – Appendix 9: Urban Design and Landscape Comments** and other comments received in relation to urban design and landscape from those parties invited to comment under s 53 of the **FTAA**.

(A) Building Heights

CCC Comment: *I do not consider that it is possible with boundary tree planting to mitigate the visual impacts of potential buildings of unlimited heights (as proposed) with enough certainty of the effectiveness of this as mitigation. In my opinion, the proposed heights along Barters Road and Haskett's Road should be reduced to 12m for a 15m setback area. Also, the maximum height of buildings and structures on the site should be limited to 20m. I consider that in time the proposed boundary mitigation is more likely to mitigate the visual impacts of potential buildings with these recommended building height limits. I also note that unlimited or 20m high buildings located 5m from the Barters Road boundary could potentially have shading effects on the neighbouring residential properties across the road, particularly in morning periods.*

Assessment Response: I do not consider the 12-metre height restriction within the first 15 metres of the boundary to be necessary or effects-based. Rule 16.4.2.1 *Maximum Height for Buildings (CDP)* does not impose a specific height limit for sites adjoining the Rural Urban Fringe Zone; it applies only to development within 15 metres of a Residential Zone. In this case, the relevant boundary condition is therefore not triggered, and applying a more stringent standard would be inconsistent with the Plan's framework and with how similar Industrial General / Rural Urban Fringe interfaces are treated elsewhere in the district.

² Appendix 9 of CCC s53 Comments



A substantial area of offset mitigation planting has already been established along the Barters Road interface. As this landscaping matures, its effectiveness will increase considerably, providing meaningful long-term screening and significantly reducing any potential visual effects for Barters Road properties. For most residents along Barters Road, residual visual effects are expected to be limited largely to transient views when entering or leaving their properties, or while travelling along Barters Road, rather than from within their primary living areas. Introducing an additional height restriction beyond what the Plan would ordinarily require, and beyond what is common across comparable industrial–rural edges, would be more onerous than necessary to manage the actual level of effects. This is particularly relevant given the context of the **FTAA**, which allows approvals to enable regionally significant development with conditions that are no more onerous than necessary to address the reasons for which it is set, rather than eliminating all urban design and landscape potential adverse impacts.

The comments received from two parties directly adjacent to the site³ largely identified transport and noise concerns as their primary issues. 33 Barters requested the existing hedges within the property be retained in perpetuity. While this is not a practical approach given the requirements of the development and construction, the landscape boundary treatment proposed, seeks to replace this planting with more substantial and ecologically beneficial planting along this interface. The proposed planting will be protected with Consent Notice requiring ongoing maintenance which will uphold the in-perpetuity request. Other concerns regarding visual amenity are addressed through the landscape boundary treatments discussed below and reinforced by the mitigation already proposed.

Potential shading effects on properties across Barters Road are acknowledged; however, it is important to note that the District Plan provides sunlight and outlook protections only where industrial zones adjoin *residential* zones and do not extend this protection to boundaries with Rural Zones. Given the separation distance provided by the road corridor, combined with existing and proposed vegetation, any shading effects will be minor, short in duration, and consistent with the evolving peri-urban character of the area.

For these reasons, an additional 12-metre height restriction within 15 metres of the boundary is not warranted on an effects basis and would exceed the level of control anticipated by the District Plan for this type of interface, especially when considering the **FTAA** context.

(B) Landscape Boundary Planting

³ 33 Barters and 45 Barters Road



CCC Comment: *In my opinion, this level of tree planting and landscape setback space is not sufficient to mitigate the potential adverse landscape visual effects of the proposal on the high landscape values of the Templeton Golf Course. Potentially large-scale industrial buildings and activities could still be visually apparent through and above the proposed trees along this boundary. To effectively mitigate this, I consider that:*

- *The building setback should be increased to 5m.*
- *Tall evergreen, fast growing trees at close spacing should be planted that have enough canopy space to grow to a height capable of mitigating potential adverse visual effects. A row of exotic, evergreen Cupressus x leylandii 'Ferndown' in a linear spacing of 1.2m along the internal boundary would achieve this, in my opinion.*
- *This is a fast-growing tree that can achieve approximately 30m in height (7m width) at a vertical rate of approximately 7m after 5 years.*
- *Service areas should be screened from views with low level planting or fencing screens.*
- *Potential signage and brightly coloured buildings should be avoided.*

Assessment Response: The Applicant has agreed to increase the building setback to 5 metres along the boundary with the Templeton Golf Course. This provides a meaningful spatial buffer between future built form and the recreational environment and, it is noted, this represents a more conservative approach than that required by the underlying Industrial General Zone standards.

In my opinion, full screening of potential industrial buildings is not necessary or effects-based in this context. The Templeton Golf Course is not a residential activity, and views from within a working golf course environment are typically expansive, changeable, and not reliant on uninterrupted outlooks toward adjacent properties. While not relied upon, there is certainly a high degree of existing planting along this boundary that provides for effective screening along this interface already.

The objective of Rule 16.4.2.7 *Visual Amenity and Screening* is to soften the appearance of industrial activities and ensure an appropriate level of interface treatment, rather than to eliminate visibility entirely. Consistent with that intent, the Applicant proposes landscaping along the length of the golf course boundary to a minimum height of 1.8 metres and a continuous depth of at least 1.5 metres. This is considered sufficient to break up and filter views of future buildings and provide a coherent green edge when seen from within the course. The proposed treatment appropriately balances visual mitigation with the operational and safety requirements of both the industrial land use and the golf course.



In addition, specimen tree planting will be provided at 10-metre intervals along this boundary. The selected species, being *Cupressus × leylandii* 'Ferndown' as suggested by CCC, is suitable for achieving rapid growth, dense screening, and a consistent visual character appropriate for a rural-urban interface. Planting *Cupressus × leylandii* 'Ferndown' at 10-metre spacings, in combination with the continuous 1.8-metre-high landscaping strip, will ensure compliance with Rule 16.4.2.7 and deliver a high-quality, enduring landscape buffer.

These amendments are reflected in **Attachment 1**.

CCC Comment: *To assist with further mitigating the landscape impacts of the application proposal along this boundary [Barbers Road], I consider that the density of the proposed taller evergreen species should be increased (*Pittosporum eugenioides* and *Hoheria angustifolia* and *Plagianthus regius*) to 1 tree per 2m², and that the planting should also include evergreen *Podocarpus totara* at 5m² spacings. This would thicken the planting and provide for greater long-term effectiveness by providing for taller evergreen screening.*

Assessment Response: Updated Planting Plans are provided in **Attachment 1**. In response to the recommendation that the density of taller evergreen species be increased to 1 tree per 2 m, and that *Podocarpus totara* be planted at 5 m spacings to provide thicker evergreen screening along the Barbers Road boundary, I have reconsidered the species mix, spacing, and long-term performance of the proposed planting as follows.

I support including *Podocarpus totara* within the buffer, as it provides ecological and visual benefits, particularly in relation to shading of the adjacent network waterway. However, a 5 metre interval does not reflect the mature size or canopy spread of *tōtara* and would lead to excessive competition, reduced long-term health, and increased mortality, ultimately compromising the screening function intended. A 10-metre spacing is more appropriate for this species, aligns with arboricultural best practice, and directly supports the ecological enhancement objectives identified in Section 4.2 of Appendix 8 – *Aquatic Ecology Peer Review* (EOS Ecology), which highlights the importance of providing sustainable long-term shading to the waterway.

Regarding the suggestion to increase the density of the taller evergreen species (*Pittosporum eugenioides*, *Hoheria angustifolia*, *Plagianthus regius*), the current mix and spacing achieve the required levels of filtering and screening, especially when considered in combination with the existing setbacks, proposed road corridor width, and the maturing buffer. Increasing density beyond what is proposed would result in unnecessary planting congestion, higher establishment failure, and increased ongoing maintenance, without materially improving visual outcomes once the buffer



is established. The current planting design already provides robust long-term screening, and as the vegetation matures, its effectiveness in softening and filtering views will increase substantially.

There is also no planning basis to require all planting to occur at subdivision stage. Apart from the Barters Road 5m landscaping strip, any other landscaping required on the industrial sites (if any) can appropriately be delivered as each site is developed, consistent with the Industrial General Zone standards.

With respect to surrounding residents, comments were received from three properties on Barters Road, neither of which are the properties with the most open views toward the site (9, 55 and 79 Barters Road). 9 Barters Road commented on traffic effects, with no comments made in regard to visual effects or outlook. 45 Barters Road requested ongoing care and maintenance of the existing pine hedge, mowing of the berm, and consideration of livestock welfare, along with concerns about noise and traffic. 33 Barters Road opposed the wider development and raised concerns relating to noise, rural character, heavy traffic, and property values, along with requests for traffic, safety, visual, and noise mitigation and continued engagement.

Regarding accessways raised⁴ in relation to this, the provision of two access roads onto Barters Road has not been identified as an issue by the Council's Transport Network Planner. Any associated amenity effects, including headlight glare, are acknowledged but are already characteristic of existing access points, and will be further mitigated by the proposed planting and buffer design.

In summary, while I acknowledge the intent behind the recommended increased planting density, the proposed species selection, spacing, and implementation strategy achieve an appropriate level of long-term screening, avoid unnecessary over-planting, and are aligned with both ecological advice and the Industrial General Zone framework. The proposed landscape buffer therefore remains fit for purpose and effects-based.

Maintenance conditions provided are agreed upon as per **Table One**.

(C) Signage

CCC Comment: *Recommended conditions would reduce the risk of the Barters Road, Haskett's Roads and the Templeton Golf Course boundaries appearing commercialised with signage visible along the entire site boundary lengths.*

⁴ Paragraph 59 of Appendix 9 of CCC s53 comments



Assessment Response: It is accepted that no signage will be placed within the 5-metre-wide landscape strip along Barthers Road. This will ensure the continuity and visual integrity of the landscape buffer and support its role in softening the interface between the industrial development and the existing rural-residential environment. However, it is reasonable and effects-based to enable signage within or immediately adjoining the proposed accessways off Barthers Road, as well as at potential future connections to Hasketts Road (specifically, within the area from the lot boundary up to 5 metres into the site). Without appropriate identification at access points, wayfinding for visitors, service vehicles, and emergency services would be significantly compromised. Allowing signage at these logical entry locations provides essential site identification while maintaining the overall intent of preserving a visually coherent landscape edge.

It is also accepted that no free-standing signage or signage on buildings will be oriented toward the Templeton Golf Course. This approach avoids any perception of visual intrusion into the recreational environment and ensures the golf course retains its established character and outlook. Beyond this, the remainder of the proposed restrictions are more stringent than necessary, effectively imposing rural signage rules onto land which will be used for industrial purposes. This is neither required by the District Plan nor supported by an effects-based assessment. The interface between the Industrial General Zone and the Rural Urban Fringe Zone is common throughout the district, and in all comparable locations the standard Industrial General signage rules apply without additional restrictions on signs facing the Rural Urban Fringe Zone. There is no evidence to suggest that this particular interface warrants a higher level of control than those already embedded in the Plan framework. The proposal will therefore provide for illuminated signage consistent with the Industrial General Zone rules, while expressly excluding digital signage. This ensures that the type, scale, and luminance of signage remains appropriate for the zone, avoids high-intensity digital displays that could generate adverse effects, and maintains consistency with how similar zone interfaces are managed elsewhere in the District.

Overall, the proposed signage approach strikes an appropriate balance between enabling practical site identification and ensuring that the interface with Barthers Road and the Templeton Golf Course remains visually sensitive and aligned with the District Plan's intended outcomes.

(D) Other

Services and Storage

CCC Comment: *Recommended conditions would help to avoid unsightly storage being obtrusively visible from neighbouring rural and open space properties and the public realm of the roads.*



Assessment Response: The proposed landscaping strip along Barters Road and the Templeton Golf Course boundary will already fulfil this condition. However, a condition can be accepted that storage of containers located within 20m of Barters Road and Hasketts Road shall be no higher than 15m.

Vehicle Access Roads onto Barters and Haskett's Roads

CCC Comment: *Recommended condition 'Landscape proposals for the intersections of the proposed subdivision road(s) onto Barters and Haskett's Roads shall be provided for certification and approval (if consent is granted) to ensure that a high level of landscape amenity addressing rural character is achieved'. This would help to manage the adverse visual impacts of visibility of urban roading, industrial/commercial activities on the affected neighbouring rural properties. At this stage it is unclear how the proposed lots facing onto Hasketts Road are proposed to be configured and given appropriate mitigation treatment to RUF properties across Hasketts Road. In my opinion, the Haskett's Road site boundary should have the same treatment as Barters Road given the same nearby land use zoning and its current (and potential) rural activity that may include dwellings in the future.*

Assessment Response: The proposed lot sizes are appropriate given the land use consent sought and will accommodate a range of activities anticipated in the Industrial General zone. The properties along Hasketts Road includes rural land, an unoccupied derelict house (Hasketts / Barters Rd corner) a quarry and Ruapuna Motor Sport (see AEE for occupation details). This area is not considered a highly sensitive viewing group, given they are largely commercial in nature, and this recommendation is not accepted.

CCC Comment: Internal Boundaries⁵

Assessment Response: The relevant property owners have agreed to include their land within the application, as per Appendix 28 of the substantive application. Adverse effects must be disregarded on these properties and there is no reason for their boundaries to be landscaped.

⁵ As listed at paragraph 64 of Appendix 9 of CCC s53 comments



EOS Ecology Review⁶

A response to comments raised in section 3.4 and 4.2- 4.4 and 5 of Appendix 8 - Aquatic Ecology Peer Review (EOS Ecology) that are relevant to urban and landscape design matters are outlined in the following.

EOS Ecology⁷: *We note that Selwyn District Council have requested that tī kōuka, which are included in the planting plan, not be planted within the 5m setback. We also question the use of Apodasmia similis (oioi), which is more typically found in coastal areas such as estuaries, saltmarshes, dunes, rather than inland freshwater habitats. We would recommend that harakeke/New Zealand flax not be planted near to the network waterway as its large size and low dense growth habitat could cause maintenance problems given the small and narrow nature of the network waterway. [Note the] long-term viability of the planted setback given that it is stated that this will be within future lots [what measures are in place to ensure that this planting is not removed or modified by lot owners over time]*

EOS Ecology Comment⁸: *Infill the remaining grass berm (i.e., the area of grass berm indicated in Figure 8 as averaging 0.8 m) on the true left bank of the network waterway (Figure 8) with native riparian grasses, sedges, ferns (such as swamp kiokio that is found in the area) along the 818 m length. All planting to follow the 'Christchurch City Council and Lowland Canterbury Streamside Planting' guide (Christchurch City Council, undated). Ensure that the planted 5m strip contains native tree species that will, over time, provide some canopy shading to the network waterway.*

Assessment Response: The indicative planting palette has been updated in direct response to feedback from both Christchurch City Council and Selwyn District Council. *Cordyline australis* (tī kōuka) and *Apodasmia similis* (oioi) have been removed as requested, and flax has been excluded from the immediate waterway margin. *Carex secta* remains an appropriate species within the palette, and *Blechnum minus* (swamp kiokio) has been added to further strengthen the native riparian habitat and support ecological function. *Podocarpus totara* has also been incorporated to contribute additional long-term shading to the network waterway, consistent with ecological advice, and urban and landscape comments from CCC. In accordance with the ecological recommendations, the 5-metre Barters Road landscape strip now begins at the internal edge of the waterway and extends 5 metres inward. Low native grasses and swamp kiokio will occupy the area

⁶ Appendix 8 of CCC s53 comments

⁷ Appendix 8 of CCC s53 comments

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directly adjacent to the stream edge, filling the grassed verge between the site boundary and the internal waterway.

As noted above, the planting will be maintained by the applicant for at least one year (or one full growing season) and until the relevant lots are sold. Ongoing maintenance thereafter will be secured through conditions (including the registering of Consent Notices) requiring future lot owners to maintain the planting in perpetuity, ensuring the landscape buffer continues to function effectively over the long term.

Conclusion

In my understanding the above memo has addressed the relevant landscape and urban design matters raised in the Council's comments. In preparing these responses, consideration has been given to section 83 of the Fast Track Approvals Act (**FTAA**). The proposal aims to support a balanced outcome that appropriately manages environmental and amenity considerations while facilitating the delivery of the project.

I trust this memorandum sufficiently responds to the relevant comments and conditions raised, but please don't hesitate to contact me if further clarification is required.



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