

Memo

Mt Welcome FTAA Application

To_ Rory Smeaton
Of_ Porirua City Council
Cc_

From_ Matthew Wenden
Date_ 09 July 2026

Statement of Experience

09 July 2026

Ref: Job No. 4004

1. I am a UDIA Registered Urban Designer and hold the qualifications of MArch (Prof), MA UD (Dist), LEED AP ND. I have extensive experience in large scale masterplanning, campus planning, institutional and civic building development as well as providing urban design assessment for both local authorities and private developers.
2. Although this document has not been written as a statement of expert evidence, I confirm that at all times I have complied with the Environment Court's Code of Conduct for Expert Witnesses contained in its Practice Note 2023 as well as the UDIA Code of Ethics. No part of this report has been authored by an AI or other software.
3. I declare that in relation to my role in providing expert urban design advice on behalf of Porirua City Council, I am not, to the best of my knowledge, subject to any real or perceived conflicts of interest.

Scope of Memo

4. This Memo provides high-level commentary on the Mt Welcome Fast Track Substantive Application by Pukerua Property Group Limited Partnership. Comments are provided on behalf of Porirua City Council.
5. The applicant has not produced an Urban Design Assessment as part of the Substantive application. As such, this memo does not constitute a peer review as there is no comparative assessment.
6. Further, this memo does not constitute a standalone Urban Design Assessment of the proposal but rather provides comment on the high-level issues arising from the application from an urban design perspective.

7. Engagement with the applicant was undertaken during 'pre-application' discussions, with an urban design memo provided to the applicant outlining recommendations for alterations to the masterplan. Following receipt of the first substantive application a further memo (Mt Welcome Urban Design Review Memo#2 .18Feb26) was produced recording that there had been no response in the substantive application to any of the points made in Urban Design Review Memo #1. This second substantive application also does not address any of the concerns or recommendations from the pre-application process.

Urban Design Assessment

8. The applicant has not produced a specific UDA as part of the substantive application package. Appendix 22 – Masterplan + Landscape Urban Design Strategy document does not include assessment against the relevant planning framework. Appendix 22 provides description of the masterplan and limited framework for future implementation. The elements of this report that refer to future implementation do not appear to have any cross reference in the consent conditions or consent notices, therefore the status and use of the document in relation to the consent sought is unclear.
9. Assessment against the Northern Growth Development Area (NGDA) Structure Plan is provided at Appendix 08 of the application. This document provides identification of areas where the proposal is consistent / in accordance with the identified structure plan features and those areas where it is not. It also describes briefly the reason for consistency / inconsistency however provides little assessment of appropriateness of the response.
10. Assessment of RMA planning document objectives and policies is provided at Appendix 05 of the application. Non-compliance with DEV-NG-R3.1, R3.2, & 3.4 as well as DEV-NG-R4.2.a and DEV-NG-R2 is identified resulting in a Discretionary Activity Status. Matters of discretion are identified as DEV-NG-P2 & P3.
11. Given the size and complexity of the Proposal, a neighbourhood-level design review should also be provided. This would be based on NPS-UD Objective 1, Policy 1 as well as general Urban Design best practice and cross reference to any relevant DP provisions that operate at the neighbourhood level. Activity distribution, spatial structure, movement including PT and active mode connections within and beyond the site, character, and public realm should all be addressed.

Structure Plan Alignment

12. The main point of departure of the proposal is (mis)alignment with the DEV-NG-Figure 1 Northern Growth Development Area Structure Plan.
13. To the north of the application site area, two connections to the Muri block are shown in the approximate location as indicated in the structure plan figure 1.
14. These connections are of particular importance as they are the main provision of active mode connections and commuter links to Pukerua Bay. I do note that realisation of these connections is dependent on development by others, and it is not possible to determine when they will be put in place, making the reliance of this application on these connections dubious. See recommendation at paras 38 & 39 regarding pedestrian and cycling crossing provision at SH59 intersection.
15. To the south of the application site area, only one connection has been allowed for where three are identified in the structure plan diagram. The applicant states in Appendix 08 Structure Plan Assessment that... *“both a Structure Plan compliant roading network and the proposed option were considered through an iterative design process informed by planning, ecology, development, and engineering expertise. This process identified that only the central southern alignment is technically viable, primarily due to steep topography and ecological constraints within the Skaiffefe Block to the south. Accordingly, the central route #2 only has been retained as the provisional southern link toward the Skaiffefe Block...”*.
16. The DEV-NG-Figure 1 Northern Growth Development Area Structure Plan calls for connections at these locations to enable future development in the adjoining area and to ensure that reasonable levels of connectivity are achieved. This level of connectivity is further supported by INF-P15¹ that seeks to *“provide[s] for high levels of connectivity within and between transport modes;”*. This application is not required to realise these connections across the boundary but should not unduly constrain adjoining development to occur in the future. As such, provision – in the best location possible – should be allowed for irrespective of the perceived technical viability of the connection across the boundary.

¹ INF-P15 - Upgrading and development of the transport network

17. Providing good levels of connectivity is crucial to the success of the future development of the area. The Skaiffie Block to the south is explicitly identified as future development through the structure plan connection points. Strong connectivity between development areas is a fundamental urban design principle enabling people to move efficiently and safely between homes, services, employment, and recreational destinations. Well-connected urban environments enable choice, foster social interaction, and create more resilient and liveable communities. Perceptually, multiple points of access enable development areas to integrate into a wider network rather than appearing as separate siloed subdivisions.
18. **Road 26** locates an open space to vest in council at the head of the cul-de-sac (see comment at para 23 and 42 for further detail on appropriateness of open space location). If an open space were to occur in this location it would constrain provision of a roading connection. Removal or severe reduction in open space provision for the neighbourhood would be required to achieve a connection.
19. **Road 11 and Road 10** are located in close proximity to Retention Wetlands/ Ecology Offsets Areas and areas of proposed fill. Provision of a balance lot or lot to be vested with council that enables a connection to the south should be provided for in this location.
20. In the current plan, future connections to the south from Road 26 is further compromised by lot LOT 5003 ENV. SCHEME PLAN 1753-02-1005 which separates the proposed development lots (including the proposed reserve) from the boundary to the south. Roads 10 and 11 are similarly separated from the southern boundary of the application site by proposed lots 1200 and 1202.
21. **Roads 10, 11 & 26** - I recommend that the design and provision of open space and lot arrangements at the cul-de-sac heads of roads 10, 11, & 26 be designed in such a way that a future road connection could be achieved without removing open space or requiring expropriation. This could be to vest a lot with council as road reserve that would only be formed at such a time as development to the south were to occur. This would enable connectivity of the rural land until this road was realised in the future. See Appendix 1 diagrams (FC4 & FC5)
22. **Collector Road (Road 02)**. This road currently is the only vehicular future connection provided south to the Skaiffie Block. The lack of dedicated cycle provision (as in the other collector road types) reduces active mode connectivity

to the wider growth area including the Future Urban Zone to the south. This area is likely to be developed as it will form a small “missing link” between the application site and the Plimmerton Farm site further south. See further comment at para 41.

23. **Secondary east-west connection within site.** The structure plan diagram shows a secondary connection east-west within the application site. This is to allow for greater levels of connectivity between topographically constrained site levels. I understand that the secondary connection is not able to be delivered as part of this consent due to the retention of the Mt Welcome Family Trust land within the site. However, provision should be made to not unduly constrain the delivery of this connection in the future if ownership of the land changes. A potential connection point does exist at the intersection of Road 08 & Road 31. This would require relocation or re-provision of a stormwater detention reserve. I recommend that the design and provision of open space and lot arrangements at the cul-de-sac heads of roads 21, 25 be designed in such a way that a future road connection could be achieved without removing (or reducing) open space reserve provision or requiring expropriation. See appendix 1 diagrams (FC1 & FC2).
24. **Eastern-most track route.** Appendix 8 notes that the easternmost track route is not provided for. If this is not intended to be delivered in the short term, I recommend that this connection is shown on the application plans and a condition of consent introduced for this route to be implemented at such time as the wider loop is delivered in line with the Muri block development.
25. **Central off-road track.** While open space is provided for in the location indicated in the structure plan diagram to enable a future off-road track, the exclusion of the Mt Welcome Family Trust land from the proposal results in this walkway not being achieved. The proposal currently does not provide and off-road tracks leading north to the Muri Block. I recommend that an additional off-road track connection is provided from the Upper Terrace as an extension of the track that terminates to the south of Road 7. See appendix 1 diagrams (W2)

Urban Structure, Activity, and Public Realm

26. The plan is, from an urban design perspective, inherently positive. Noting recommendations for refinement identified below must also be considered, positives relating to the plan as a whole include:
 - i. General (but not complete) compliance with the Northern Growth Area Structure Plan;
 - ii. General distribution and nature of parks and reserves, particularly provision of large flat areas, and for kickabout and play;
 - iii. The proposed trail system;
 - iv. A generally permeable block system with a suitably interconnected street system; and
 - v. Some connections to adjoining future growth areas.

27. **Provision for recreational cycling off-road:** *“Secondary entry/exits to other developments”* – the drawing shows the collector road with a cycle lane both sides of the carriageway and a *“shared path connection”* (page 23). Reference to the ‘Collector Road’ makes it clear that the shared path is for *“pedestrians, children on bikes, and other micromobility users”* (page 24). While this may be a potential double-up on cycle provision it also is highly positive in providing amenity for these other users.

28. **Landform integration:** From an urban design perspective, it would appear that integration with landform is good. Proposed contour variation which has some relation to the original landform is maintained along with existing valleys, wetlands and watercourses. Given the District Plan intention to develop intensive housing in this setting which inherently necessitates significant contour modification, the design appears, in principle, suitably responsive to the underlying landform.

29. **Urban structure:** Recommendations on structure and plan captured in Appendix 1 -These matters relate to refinements of small parts of the overall masterplan and subdivision layout. Refer to Attachment 1 for mark-up on the plan of major recommendations referring to:
 - i. Connecting cul-de-sac heads (Ref. S1 and S2 - Appendix 1);
 - ii. Extending Collector Road with cycle lanes as well as bus capability south to the boundary with the Skaiffe Block (Rec. S3);

- iii. Future-proofing termination of cul-de-sacs at site boundaries to allow, if required, for future extension to areas which may become urban development (Rec. FC1 – FC4);
 - iv. Relocating one of the proposed parks from the site boundary end of a cul-de-sac closer to the centre of the urban area that it serves for optimal accessibility and amenity, and value add to more residential lots around (Rec. P1);
 - v. Adding a short branch to the proposed walking trail system to connect the lower and Upper terraces (Rec. W1); and
 - vi. Integrating a strategy to facilitate multi-unit housing (of up to 3 units per lot) in the area within a reasonable pedshed of the local centre. (Rec. MUH1).
- (Refer to the attachment to this memo, pages Sk1 – Sk3.)
30. **Provision for Medium Density Housing:** The District Plan anticipates medium density housing in the Northern Growth Development Area. That is not described in the masterplan and is actively precluded with proposed Consent Notice Development Density Condition 104 and 105.
31. Further addressing housing density, the application states:
- “These restrictions have been placed on the lots at the time of the subdivision creation as the potable water supply, wastewater and stormwater modelling to inform infrastructural three waters engineering designs have no surplus capacity to accommodate any additional future development growth.*
- Should additional development or subdivision be sought in the future above what is approved by this consent, it will first need to be demonstrated that there is additional infrastructure capacity in the network or that this is able to be provided through on-site solution(s) where there is insufficient capacity.”*
- It should be questioned if and how this gives effect to the District Plan expectations including: Policy DEV-NG-P3 Appropriate development, 1 (e) The need for adequate, coordinated and integrated infrastructure to meet the planned urban needs of the area. The underlying zoning for the area anticipates Medium Density development, provision of some area of such should be considered to give effect to the anticipated zone outcomes.
32. I recommended that services infrastructure is future-proofed to provide capacity for future medium density residential within the development site. As

described in Appendix 1, this could be assumed to only occur within a reasonable walkable catchment² of the local centre.

33. **Centre Design:** The status of this element of the application is unclear. The design presented in the Masterplan + Landscape Urban Design Strategy report is noted as indicative only. The presented building form and layout is therefore not part of the current consent and does not hold any weight in the context of the application. Additional control over the final outcome beyond that of the standard resource consent process is appropriate given the unique setting and minimal road frontage that is proposed as an outcome of the subdivision layout. I recommend that substitution of the indicative design with a more high-level diagrammatic approach such as a precinct plan should be considered to provide a greater level of control over high level structuring elements of the centre.
34. The indicative layout as shown, while showing merit in its architectural form, presents site planning flaws including:
 - i. The supermarket appears to have multiple 'active edges' (shopfronts). That is unlikely in a supermarket with most facades being necessarily closed, and active edges only at the entrance frontage.
 - ii. It is unclear how the supermarket will be serviced.
 - iii. Carparking is shown to the rear of the supermarket, but that conflicts with the need for shopper parking to be generally by the front door (or at least readily accessed from that main entrance).
 - iv. Supporting commercial units appear to show active edges to their rear. The ability to activate multiple edges is unlikely.
 - v. The status of this element of the application and how it is included in the masterplan should be clarified.
35. The location of the centre relative to the reserve open space behind sets up a potentially negative condition where the reserve is disconnected from the primary public realm (the street network). This open space relies instead on frontage from shops within the centre. The proposed layout of the centre makes achieving this condition difficult as few retail or commercial spaces are

² "A walkable catchment is the area that an average person could walk from a specific point to get to multiple destinations. A walkable catchment of 400 metres is typically associated with a five-minute average walk..." (NPS-UD 2020)

able to function with 'dual aspect' layouts³. Without this frontage and passive surveillance, the reserve and playground are likely to constitute a significant CPTED concern.

36. **Open space location:** The Masterplan + Landscape Urban Design Strategy proposes four neighbourhood parks across the Lower Terrace, Upper Terrace, and Lucas Block. Two parks are in excess of 3,000 m² each, with the other two totalling around 3,000 m² combined. The Upper Terrace Park and Lower Terrace Park are both located well, close to the centres of their associated neighbourhoods and with good legibility being in close proximity to a main road.
37. The two "Lucas Block" Parks however are located at the ends of cul-de-sacs away from a main road, poorly legible and at the edges of their respective communities. Additionally, these locations restrict the provision of future roading connections (see paras 42 & 44). Relocation of these parks would ensure a more legible open space network with more houses in close proximity to open space.
38. **Footpath at SH59 entry:** The main entry/exit from SH59 has a footpath only on the north side. Proposed roading plans for SH59 indicate no pedestrian or cycle provision and no crossing provision of the SH in this location. The Transport Assessment (App 14) notes:

"Given its rural context, there are no footpath or cycle provisions within the Highway corridor. However, the Ara Harakeke shared path (which also forms part of the Araroa trail) to the west of the road alignment provides an off-road walking and cycling connection between Plimmerton to the south and Pukerua Bay to the north, in turn facilitating access to the two rail stations in each of these urban centres."

The design of the SH59 road presented in the Roading Drawings shows areas of treatment and steep contours along the edge of the road leading south which constrains the ability for pedestrian provision to be upgraded in the future. I recommend that a crossing opportunity is designed to allow for connection to and therefore safe use of the Ara Harakeke shared path. This could either be through alteration of the selected roundabout or preferably by

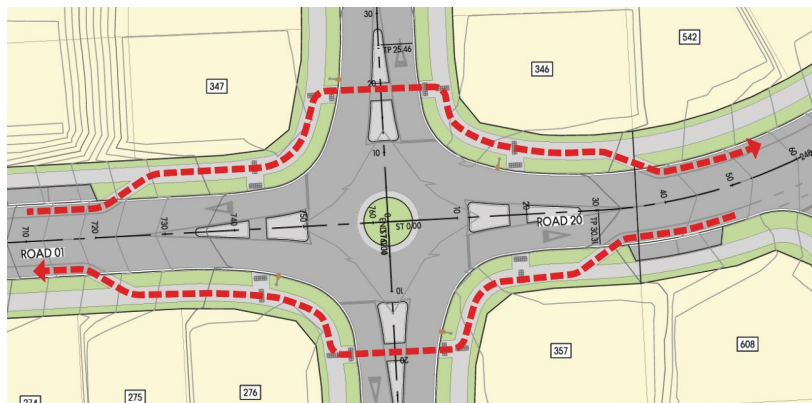
³ Where an activated frontage is provided both to the open space to the rear and to the effective 'front door' into the carpark and internal movement network.

implementing a signalised intersection as identified in the Integrated Transport Assessment (ITA) section 7.1.2 Assessment of Intersection Options.

39. Forming the roundabout at the main entrance of the site, in addition to lacking pedestrian and active mode provision or connection also necessitates removal of an area of SNA027 and alteration of the existing stream corridor.
40. **Typical intersections/roundabouts:** All roundabouts are on Collector Roads. The Typical Intersections/Roundabouts drawing on page 27 of the Masterplan + Landscape Urban Design Strategy should show how the cycle lanes are integrated into the intersection. Appendix 30-20 PROPOSED ROADING LAYOUT PLAN shows the cycle lanes leaving the carriageway and moving onto the footpath utilising the same crossing point as the footpath before re-entering the carriageway. While I understand that this approach has been utilised elsewhere in the Wellington Region (e.g. Constable Road, see image below), the level of deviation required by a cyclist reduces the attractiveness of this route significantly and will often result in cyclists remaining in the carriageway through the intersection increasing uncertainty for drivers and pedestrians.



Constable Road, Wellington. – Path leaving carriageway



Route of cycle lane proposed through roundabouts – multiple changes of direction of travel and change of level.

41. **Collector Road type D&E (Road 02):** This road has been altered by the applicant with collector road status to allow for future PT provision. However, this road does not provide dedicated cycle provision in the vein of collector road types A-C. This lack of provision reduces future active mode connectivity with the wider growth area. I recommend that in order to deliver on the intent of the DEV-NG Northern Growth Development Area Structure Plan this road type should be changed to be in line with collector road types A-C.
42. **Connected road networks:** Due to the topography of the site some level of separation should be anticipated. However, opportunities exist within the proposal to provide for a greater level of connectivity within the network. I recommend that Roads 12 & 15 are extended to connect and create a crescent loop rather than disconnected cul-de-sac. Road 04 should be extended to join Road 01.
43. Additionally, connections should be considered between Roads 02 & 03 and 26 & 28 due to their large block sizes. These connections could be mid-block pedestrian pathways rather than vehicular connections.
44. **Trail Network** (page 31 Masterplan + Landscape Urban Design Strategy): This is generally positive:
 - i. Three connections are shown to the south, more or less in the Structure Plan locations.
 - ii. Connections in the centre and to the east are not provided. Because the Mt Welcome Family Trust land is not proposed for development at this

stage, the current absence of trails through that part of the site is addressed by providing for future trail connections. That trail extension potential will be enhanced should the cul-de-sac ends be designed to allow future street connections (Refs FC1-FC3). However there does not appear to be any mechanism within the consent to enable or secure the delivery of these identified future connections.

- iii. Depending on the layout of the Muri Block to the north and the public walkway system within, consideration might be given to a walkway/trail connection into that area. Such a link might be located midway between the street connections close to the point where the collector road arcs close to the boundary. (This would be at the north-east corner of the Upper Terrace block identified on the masterplan at page 14.)
 - iv. In some locations it is unclear how the delivery of these trails will be provided for with the final contour⁴ and earthwork design⁵ not accounting for the forming of these paths.
45. **Play structures** (page 55 Masterplan + Landscape Urban Design Strategy): The plan shows a range of play structures, noting these elements are indicative. Precisely what and how many amenities and elements will be provided should be clarified. This should be consistent with PCC Parks and Reserves expectations for each type of park. I understand that PCC is proposing a condition of consent to confirm the design and provision of these elements.
46. **Cultural values:** These are mentioned within the application documents (AEE & Masterplan document) and there is brief mention of associated iwi on page 6. However, there is nothing in the masterplan beyond that and it is unclear how cultural values are responded to in site planning and design beyond water treatment and catchment. I note the involvement of Mana Whenua in preparation of management plans.
47. **Mt Welcome Gold Mines:** These are identified on page 6 as part of the historical context. Understanding the mines are outside the area of proposed development, given they are highlighted, their approximate location should be shown on the context plan.

⁴ Appendix-30-07-1753-02-2110-R1-ProposedContours-Detailed

⁵ Appendix-30-12-1753-02-2220-R1-Proposed-Cut-Fill-Detailed

Management and Implementation

48. Multiple references are made to guidelines and controls that do not appear to be part of the application. As with other elements of the application⁶ it is unclear what status these guidelines are proposed to have. In the absence of this guidance, that potentially applies to future development alongside or in-place of PCC statutory Design Guides, it is not possible to review or comment on these. Specific references to guidance are:
49. Page 3: *“Providing the basis for design guidelines that will shape landscape outcomes within private lots, ensuring coherence across the wider development, and promoting high-quality, environmentally sustainable design.”* What is the method of management and implementation of the proposed “Private Lot Landscape Design Guidelines”?
50. Page 54: Reference to *“Fencing within private lots will be subject to design guidance set out in a Residential Design Guide”*. Does this refer to a specific residential design guide for this consent/development, or does this refer to the Porirua City Council Residential Design Guide⁷? The PCC RDG only applies to multi-unit development where more than three residential units are proposed on a site. Due to the development density consent notice #104 restricting development to no more than one dwelling per lot the RDG would not apply to the proposal unless specifically directed through an additional consent condition.
51. Page 9: *“Apply landscape treatments and built form controls to manage effects and ensure development is consistent with the planned character.”* This reference is provided in relation to Community and Ecological Interface. Consent Notices 110 & 111 implement the recommendations contained within the LVA including:
- *“Buildings and structures shall not exceed a reflectance value of 30% within Groups A, B or C within BS5252 standard colour palette for the exterior finish of the building or structure;*

⁶ Indicative Centre Design - see para 33 above

⁷ Appendix 3 of the Porirua District Plan 2025

- *Any building or structure must not exceed one storey and must not exceed a maximum height of 8m; and*
 - *Landscaping measures will be provided (i.e. mounding and/or planting) to soften the west facing built elevations.”*
52. Applicant to confirm that the above consent notice is the extent of anticipated *“landscape treatments and built form controls”*.
53. The *“Landscaping measures”* identified in consent notice #110 does not appear to reference any further design material or guidance. The wording of the consent notice does not provide an adequate level of control to achieve the desired outcome. I recommend that further detail is provided on the outcomes sought by this consent notice.
54. It is desirable that these guidelines/controls are established to achieve some the positive qualities described by the masterplan including low fences at boundaries with streets and public reserves.
55. If the guidelines/controls are produced, a mechanism for their implemented will be required. The draft list of proposed Conditions of Consent (11.11.25) make no apparent mention of any design guidelines or controls.

Conclusions & conditions recommendations

Based on the report above, I recommend that:

56. 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.
57. 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.
58. 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.
59. An additional off-road walking and cycling 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.
60. 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.
61. Services infrastructure be designed with sufficient capacity to support future medium-density residential development within a reasonable walkable catchment of the local centre.
62. The indicative centre design be replaced with a higher-level precinct plan approach to provide stronger direction and control over key structural elements.
63. The two Lucas Block parks be relocated to more central and accessible locations to improve usability, visibility, and future road network flexibility.
64. A safe crossing facility be provided to connect with the Ara Harakeke shared path, preferably through a signalised intersection.

65. 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.
66. Roads 12 and 15 be extended to form a connected crescent loop, and Road 04 be connected to Road 01 to improve network connectivity.
67. Additional pedestrian or road connections be considered between Roads 02 and 03, and Roads 26 and 28, to improve permeability across large blocks.
68. All referenced design guidelines and controls be provided, and their planning status clearly defined to enable proper assessment. Additionally, a formal implementation mechanism be established to ensure any future design guidelines and controls are applied and enforceable through the consent framework.
69. 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.
70. Further detail be provided on the landscaping measures identified in Consent Notice #110 to ensure the intended outcomes are achieved.

End.

Author:



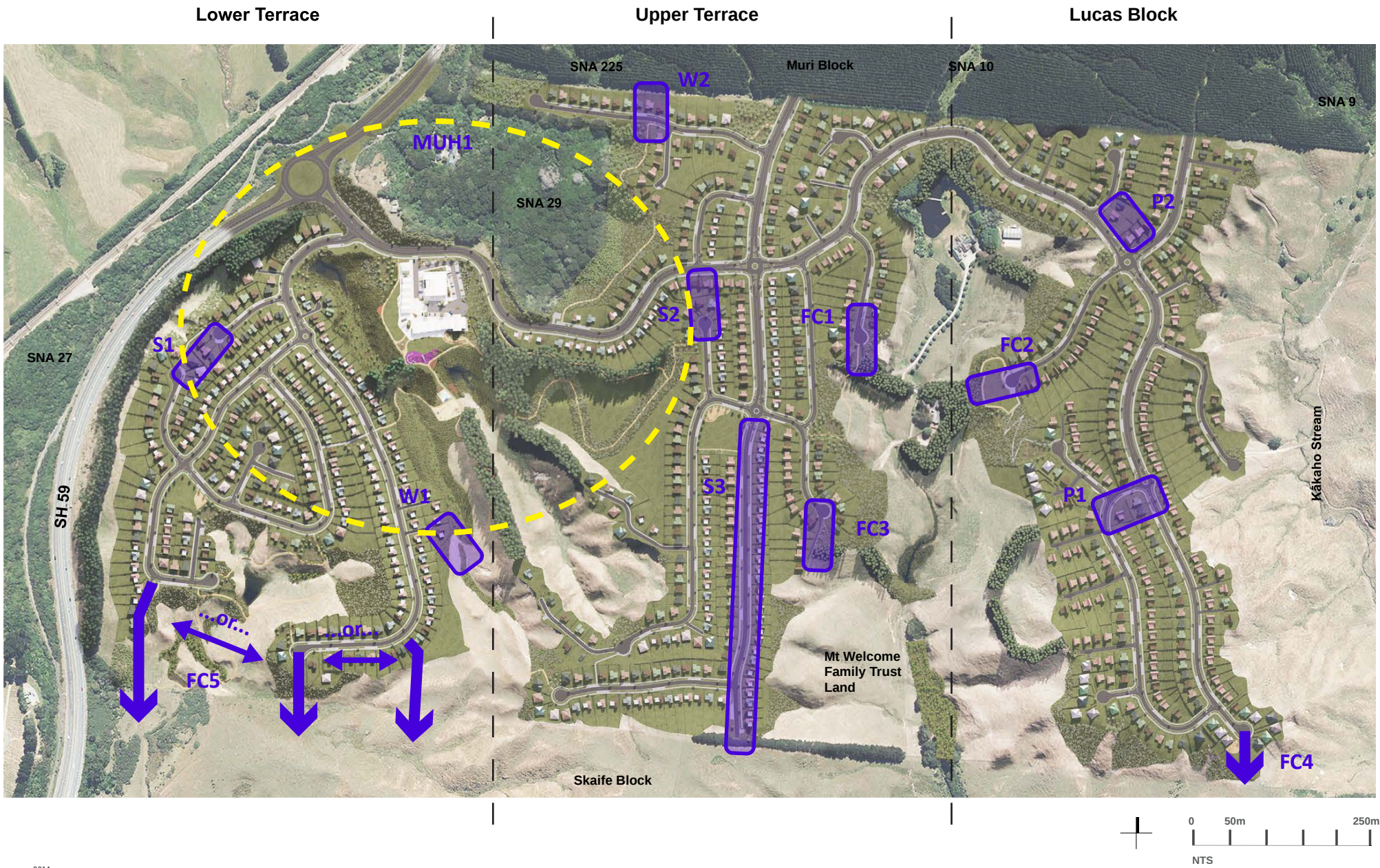
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Based on initial comments and preapplication
 memos prepared by Mr Graeme McIndoe



RECOMMENDATIONS

Street connections

- S1:** Connect cul-de-sac heads
- S2:** extend street to connect with street to the north.
- Street connections are important for legibility and providing more convenient access for all modes on the local road network.
- S3:** Change 'collector road' type D-E to reflect type A-C including cycle paths
- This is the main north-south connector within the site and also the main connector between the Muri Block to the north and the Skaife block to the south, and is the only part of the main network without cycle lanes. This should be extended to contribute to the whole-of-area network.

Future Connections

FC1, FC2, FC3, FC4 and FC5

- Ends of cul-de-sacs should be configured to allow future extension of street connections. Ensure size, shape and ownership of park at FC2 allows for connection. At FC5 provide for potential future street connection to the south.
- Essential to future-proof for extension of residential development both within and adjacent to the site. Allows compliance with the Northern Growth Area Structure Plan.

Park location

- P1, P2:** Locate these parks closer to the centre of the Lucas Block where they will be more readily accessible for residents on foot and add amenity and value to the more lots in close proximity.
- Also simplifies need to allow for future street connection FC2 & FC4 to the south.

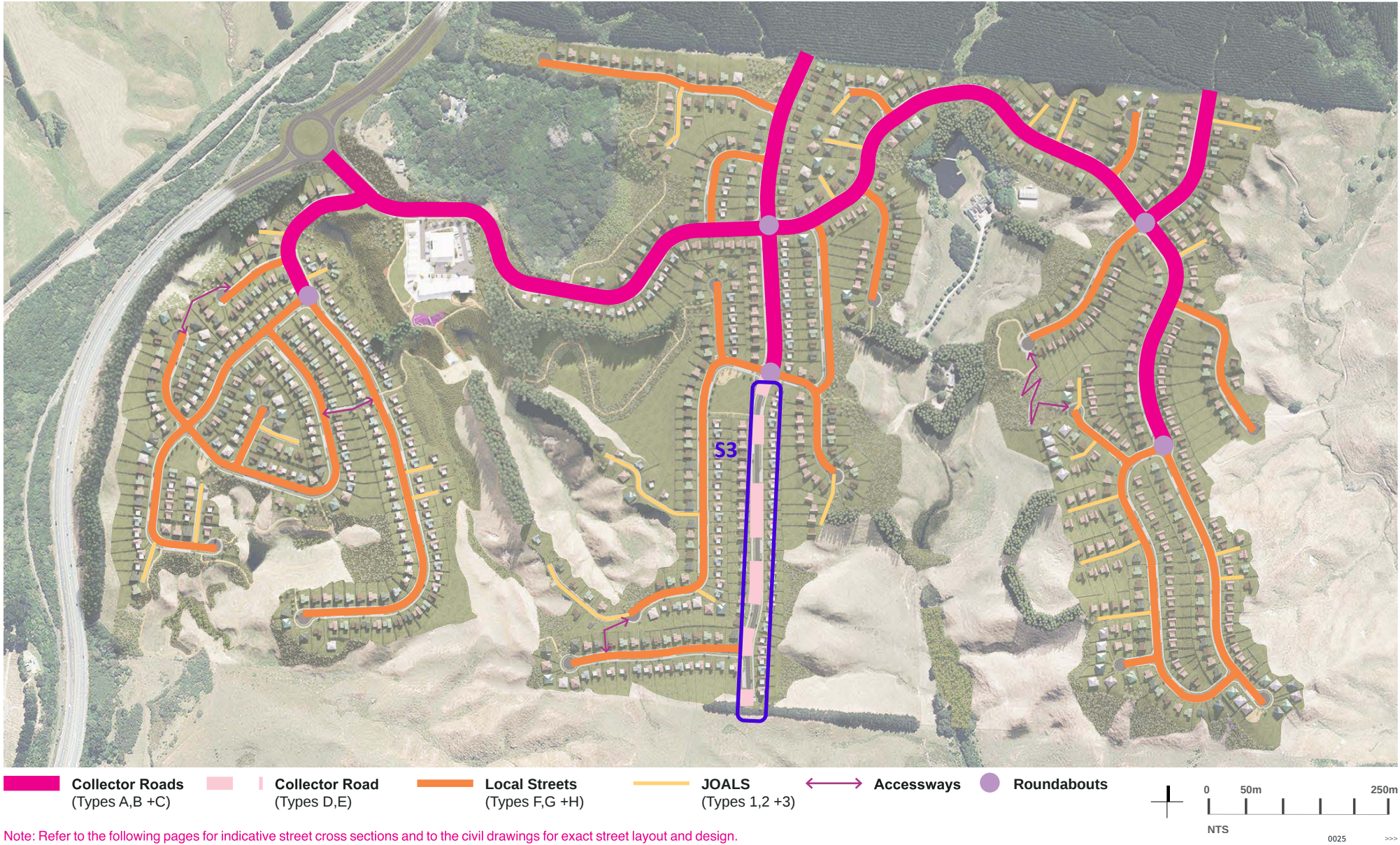
Walking trail extension

- W1:** Link Upper and Lower terraces with a short branch extension of the proposed trail. (Ref. Sk3.)
- Provides for recreational circuit and enhanced connectivity for keen walkers, and is an active-mode connectivity and amenity enhancement.
- W2:** Extend walking trail to the north into the Muri Block
- Provides for recreational and commuter connectivity to the north that is not currently provided for. Closer alignment with the structure plan.

Potential for Multi-Unit Housing

- MUH1:** consider strategy to facilitate multi-unit housing (of more than 3 units per lot) in the area within a reasonable walkable catchment of the local centre.
- Positive response to District Plan intentions and provide for housing diversity.

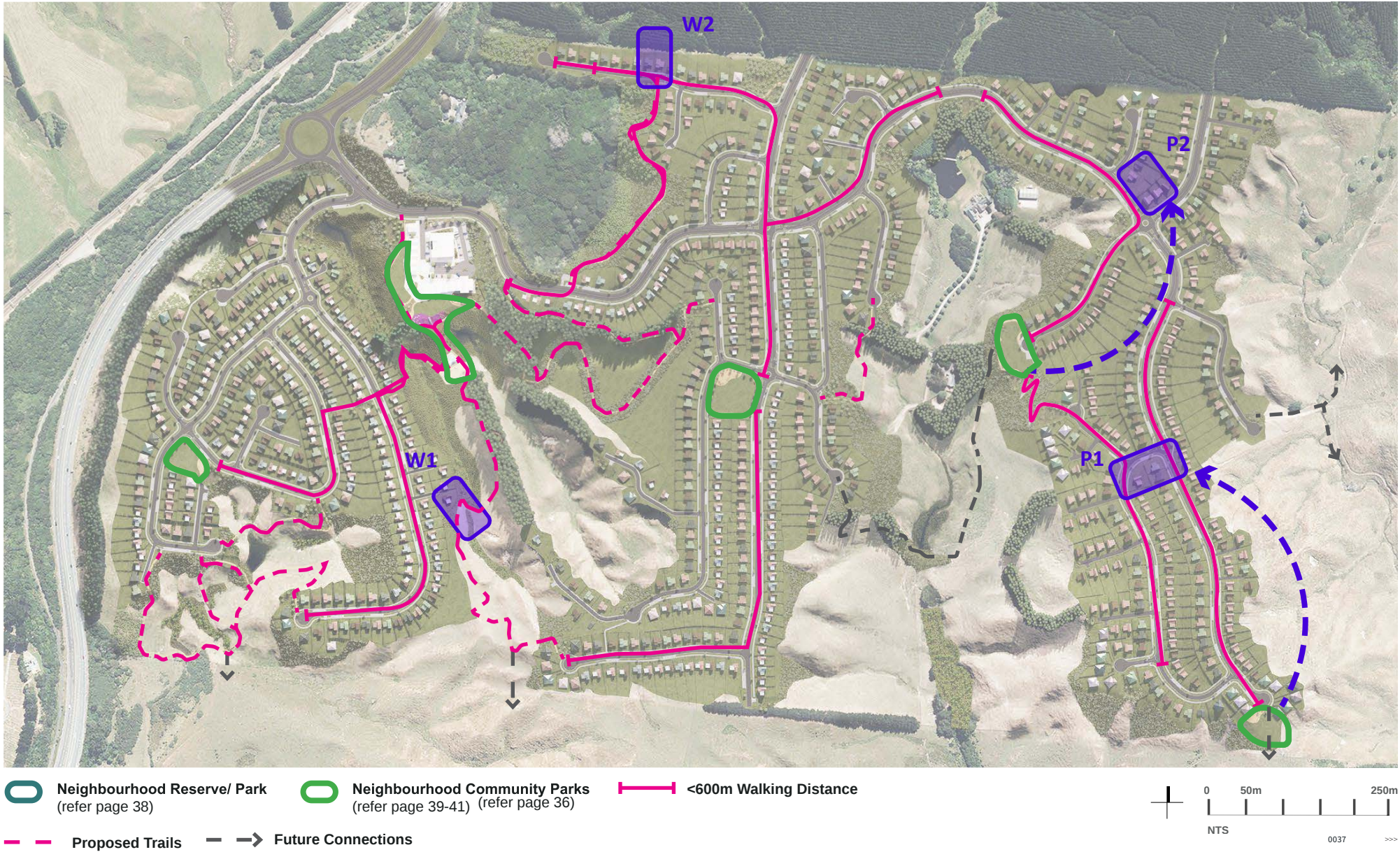
The Network_



As noted on Sk1:

- S3:** Change status of ‘Local Street’ to ‘Collector Road’
- *This is a main connector between the Muri Block to the north and the Scaife block to the south, and is the only part of the main network without cycle lanes. This should be extended to address the network.*

The Network_



As noted on Sk1:

Park location

P1: Locate this park closer to the centre of the Lucas Block where it will be more readily accessible for residents on foot and add amenity and value to the more lots that will be close to it.

- Also simplifies need to allow for future street connection FC4 to the south through a proposed park.

P2: With relocation of P1, locate this park closer to the main road access where it will be more readily accessible for residents on foot and add amenity and value to the more lots that will be close to it.

- Also simplifies need to allow for future street connection FC2 for future development.

Walking trail extension

W1: Link Upper and Lower terraces with a short branch extension of the proposed trail.

- Provides for recreational circuit and enhanced connectivity for keen walkers, and is an active-mode connectivity and amenity enhancement.

W2: Extend walking trail to the north into the Muri Block

- Provides for recreational and commuter connectivity to the north that is not currently provided for. Closer alignment with the structure plan.