



**PROPOSED FAR NORTH DISTRICT PLAN
RECOMMENDATIONS OF THE INDEPENDENT HEARINGS
PANEL**

RECOMMENDATION REPORT 13

**Hearing 15B: New Special Purpose Zones and Precincts
Addendum – The Landing Precinct**

May 2026

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RECOMMENDATION REPORT 15B - Addendum

1. Introduction

1.1 Report Structure

This addendum to the Hearing 15B recommendation report concerns additional material submitted by the planning consultant to The Landing (Vijay Lala) to the Panel on 11 December 2025 and a further memo to the Hearing Panel submitted to the Panel on 12 December 2025 by the Council reporting planner (Jerome Wyeth).

This material was submitted to the Panel after the conclusion of the hearing (4 September 2025) and the receipt of the Council Right of Reply on 31 October 2025. The Panel acknowledged receipt of the additional material and its merit to be included in The Landing Precinct provisions. However, it was not incorporated into the final Hearing 15B – Recommendation Report. Upon release of the recommendation reports on 22 May 2026, Mr Lala reviewed the reports and contacted Mr Wyeth who consequentially passed the issue to Council staff. The enquiry was subsequently referred back to the Panel.

2. The Requested Provisions

Mr Lala’s letter acknowledges that there had been some miscommunication between himself and Mr Wyeth leading up to and following the hearing and he outlined the need for an additional controlled activity rule. His rationale for the new rules is as follows:

In my view, this provision is necessary and appropriate as there needs to be a subdivision rule within The Landing Precinct provisions that enables subdivision consistent with the precinct plan. Unlike other similar precincts, not all the lots at The Landing have as yet been titled. Therefore, if/when the current subdivision consent lapses prior to all the lots being titled, the default would be to the Natural Features and Landscapes or Coastal Environment Chapters, where the activity status would be discretionary or non-complying. Defaulting to the overlays or zoning is not considered to be the most appropriate approach for providing for subdivision within The Landing precinct as the new provisions of the proposed district plan would make future subdivision in the form of the current consented scenario very difficult. Instead, providing for subdivision within The Landing Precinct as a controlled activity is considered to be the most efficient and effective way of giving effect to TLP – Precinct Plan 1 and the subdivision already approved for The Landing.

The proposed new provisions would affect The Landing Precinct provisions TLP-R2 and TLP-S1 as follows (shown in red underlined text):

<u>TLP-R2</u>	<u>Subdivision:</u> <u>Relocation of any lot identified on TLP Plan 1 within The Landing Precinct</u>	
<u>The Landing Precinct</u>	<u>Activity status: Controlled</u>	<u>Activity status where compliance is not achieved</u>

	<p><u>Where:</u></p> <p><u>CON-3</u></p> <p><u>Subdivision of any Residential lot in accordance with TLP Plan 1 within The Landing Precinct.</u></p> <p><u>Matters of control are reserved over:</u></p> <p><u>The location, shape, area and boundary of the lot being in accordance with TLP Plan 1;</u></p>	<p><u>with CON-3</u></p> <p><u>(Does not apply where the lot has been relocated in accordance with rule TLPR3 below):</u></p> <p><u>Discretionary</u></p>
<p><u>The Landing Precinct</u></p>	<p><u>Activity status: Restricted Discretionary</u></p> <p><u>Where:</u></p> <p><u>RDIS-1</u></p> <p><u>Relocation of any lot identified on TLPDA Plan 1 within The Landing Precinct subject to no additional lots being created.</u></p> <p><u>Matters of discretion are limited to:</u></p> <ol style="list-style-type: none"> a. <u>The location of the lot in relation to ridgelines and natural features;</u> b. <u>Effects on the characteristics, qualities and values of the coastal environment with particular consideration of views from the sea;</u> c. <u>Effects on the characteristics, and qualities and values of the Outstanding Natural Landscape;</u> d. <u>Effects on adjacent lots, the overall masterplan for The Landing and potential visual dominance effects;</u> e. <u>Effects on privacy, outlook and enjoyment of private open spaces on adjacent lots/sites; and</u> f. <u>Effects from the location and design of vehicle access, manoeuvring and parking areas; and</u> g. <u>Any relevant elements of The Landing Precinct Architectural and Landscape Guidelines.</u> 	<p><u>Activity status where compliance is not achieved with RDIS-1:</u></p> <p><u>Prohibited</u></p>

Standards		
TLP-S1	Residential Buildings or structures on any residential lot on TLP Plan 1	
The Landing Precinct	<p>1. <u>The total number of residential lots within the precinct is restricted to a maximum of 45.</u></p> <p>4.2. <u>The residential unit on each lot must be situated such that no more than 60% of the residential unit footprint extends in any direction from the GPS coordinates identified for each residential lot on TDLATLP Plan 1; and</u></p> <p>2.3. <u>The maximum height of a new building or structure, or addition or alteration to an existing building or structure is 9m above ground level, except for those lots identified in The Landing Precinct Architectural and Landscape Design Guidelines as being suitable for single level buildings. On these lots, building height shall be limited to single level or greater than a single level where this is designed to hug the landform, subject to a maximum height of 9m above ground level.</u></p> <p>Advice Note: <u>The 60% Residential Development Footprint Methodology is outlined in TLP Plan 3.</u></p>	<p>Activity status where compliance with S1.1 not achieved:</p> <p><u>Non-Complying</u></p> <p>Activity status for all other rules in S1:</p> <p><u>Restricted Discretionary</u></p> <p>matters of discretion are restricted to:</p> <p>a. <u>Effects on the characteristics, qualities and values of the outstanding natural landscape; and</u></p> <p>b. <u>Effects on the characteristics, qualities and values of the coastal environment, with particular consideration of views from the sea.</u></p>

In his memo Mr Wyeth states:

I was contacted by Mr Lala following the Hearing 15B Right of Reply1 who has identified some outstanding issues with the provisions for The Landing Precinct in relation to subdivision. These outstanding issues have arisen due to some miscommunication, namely a lack of explanation for the proposed rule in the provisions provided by MLC LLC dated 18 September 20252 and no response provided by Mr Lala prior to the deadline for the Hearing 15B Right of Reply, for reasons explained in his accompanying memo.

As a result, it was agreed that a post-hearing planning assessment should be provided to clearly set out the issue and relief sought which Mr Lala has helpfully done in his memo “The Landing Precinct Provisions” dated 11 December 2025. I have discussed this issue with Mr Lala and reviewed his memo and agree it is appropriate to include a new controlled activity subdivision rule in the Landing Precinct. The alternative would be to rely on ongoing variations to the existing subdivision consent which Mr Lala has indicated may not be granted, creating a high degree of uncertainty, and undermining the overall intent of including The Landing Precinct in the Proposed District Plan.

I therefore recommend the two additional subdivision rules requested by Mr Lala are included in The Landing Precinct for the reasons set out in his memo.

3. Our evaluation

The Panel agrees to the changes sought and for the reasons outlined in the letter from Mr Lala and the response memo from Mr Wyeth. The Panel has strived to include rules and standards within precinct provisions which acknowledge previous approved consent processes and endeavour to avoid unnecessary consent processes. We see these additional provisions as being consistent with this broad outcome and would result in a more efficient consent process.

4. Recommendation

While the provisions submitted by Mr Lala are accepted, they need to be incorporated into the existing and approved provisions recommended by the Panel. In that regard, some amendment is necessary to ensure appropriate integration with Rule TLP-R2 and Standard TLP-S1.

Our recommended changes are as follows:

<u>TLP-R2</u>	<u>Subdivision:</u> <u>Subdivision of residential lot in accordance with TLP Plan 1 Relocation of any lot identified on TLPDA Plan 1 within The Landing Precinct</u>	
<u>The Landing Precinct</u>	<u>Activity status: Controlled</u> <u>Where:</u> <u>CON-3</u> <u>Subdivision of any Residential lot in accordance with TLP Plan 1 within The Landing Precinct.</u> <u>Matters of control are reserved over:</u> <u>The location, shape, area and boundary of the lot being in accordance with TLP Plan 1;</u>	<u>Activity status where compliance is not achieved with CON-3</u> <u>(Does not apply where the lot has been relocated in accordance with rule TLP-R3 below):</u> <u>Discretionary</u>
<u>TLP-R3</u>	<u>Subdivision: Relocation of any lot identified on TLPDA Plan 1 within The Landing Precinct</u>	
<u>The Landing Precinct</u>	<u>Activity status: Restricted Discretionary</u> <u>Where:</u> <u>RDIS-1</u> <u>Relocation of any lot identified on TLPDA Plan 1 within The Landing Precinct subject to no additional lots being created.</u> <u>Matters of discretion are limited to:</u> h. <u>The location of the lot in relation to ridgelines and natural features;</u> i. <u>Effects on the characteristics, qualities and values of the coastal environment with particular consideration of views from the sea;</u> j. <u>Effects on the characteristics, and qualities</u>	<u>Activity status where compliance is not achieved with RDIS-1:</u> <u>Prohibited</u>

	<p>and values of the Outstanding Natural Landscape;</p> <p>k. <u>Effects on adjacent lots, the overall masterplan for The Landing and potential visual dominance effects;</u></p> <p>l. <u>Effects on privacy, outlook and enjoyment of private open spaces on adjacent lots/sites; and</u></p> <p>m. <u>Effects from the location and design of vehicle access, manoeuvring and parking areas; and</u></p> <p>n. <u>Any relevant elements of The Landing Precinct Architectural and Landscape Guidelines.</u></p>	
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Standards		
TLP-S1	Residential Buildings or structures on any residential lot on TLP Plan 1	
The Landing Precinct	<p>2. <u>The total number of residential lots within the precinct is restricted to a maximum of 45:</u></p> <p>4.2. <u>The residential unit on each lot must be situated such that no more than 60% of the residential unit footprint extends in any direction from the GPS coordinates identified for each residential lot on TDLATLP Plan 1; and</u></p> <p>2.3. <u>The maximum height of a new building or structure, or addition or alteration to an existing building or structure is 9m above ground level, except for those lots identified in The Landing Precinct Architectural and Landscape Design Guidelines as being suitable for single level buildings. On these lots, building height shall be limited to single level or greater than a single level where this is designed to hug the landform, subject to a maximum height of 9m above ground level.</u></p> <p>Advice Note: <u>The 60% Residential Development Footprint Methodology is outlined in TLP Plan 3.</u></p>	<p>Activity status where compliance with S1.1 not achieved:</p> <p>Non-Complying</p> <p>Activity status when compliance with S1.2 and S1.3 not achieved:</p> <p>Restricted Discretionary</p> <p>Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> c. <u>Effects on the characteristics, qualities and values of the outstanding natural landscape; and</u> d. <u>Effects on the characteristics, qualities and values of the coastal environment, with particular consideration of views from the sea.</u>