



# Campbell Brown

Planning & Resource Management Specialists

## Memo

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TO	FROM	DATE
Aaron Grey, Planning	Yujie Gao, Campbell Brown Planning	24 April 2026

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### RE: 3 Pigeon Mountain Road, Half Moon Bay

Dear Aaron,

Following the completion of the submission period, the applicant has taken feedback onboard and proposed a number of amendments to the proposed development.

In general, a revised architectural and landscape approach has been proposed. The revised scheme comprises 62 dwellings largely of a standalone typology. A small number of duplex and triplexes are proposed.

The following updated reports and plans are provided:

Document	Author	Date
Architecture Plans	Shape Architects	7 April 2026
Infrastructure Report	Eight6 Engineering	25 March 2026

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Landscape Plans	Meadow Landscape	12 March 2026
Subdivision Scheme Plan	Envivo	25.02.2025
Geotechnical Report	Total Ground Engineering	9 April 2026
Traffic Assessment	TPC	April 2026
Waste Management Plan	Rubbish Direct	2 April 2026
Acoustic Report	SLR	9 April 2026
Lighting Plan	Norwich Group	30.03.2026
Arboriculture Assessment	Three3	1 April 2026



The following Design Statement has been prepared by Shape Architects:

*“Aratai Rise represents a thoughtful new chapter for this prominent waterfront site - one shaped by a commitment to setting a higher benchmark. Set above the marina, our*

*reimagining of the development is guided by a sense of balance, refinement, and permanence. It is an approach that prioritizes community, space, connection, and architectural integrity that is thoughtfully attuned to the character and context of Half Moon Bay.*

*Shaped by its coastal context, the masterplan opens itself to light, air, and long views to the water, allowing the natural character of the site to lead. Drawing its essence from the name Aratai—a Māori expression meaning “pathway to the sea”—this idea is woven into the spatial structure of the development, where the arrival sequence, architectural layout, central green, and layered landscape create a natural, meandering progression toward the marina. Buildings are carefully positioned to step with the terrain, reducing visual bulk while maximizing outlook towards the water and preserving privacy. Through this choreography of movement, and the careful balance of public, private, and open space, the design establishes a quiet yet enduring connection between land and water.*

*Architecturally, the development embraces a refined, contemporary coastal expression. Clean, sculpted forms are softened by vertical screens, natural stone, and lush planting, creating a rhythm of light and shadow that evolves throughout the day. These homes are designed to feel grounded and enduring—with materials that are natural and timeless.*

*Landscape is integral, not ornamental. Palm-lined streets connect the development to the surrounding context. Layered planting, and shared green spaces establish a calm, resort-like atmosphere while reinforcing a sense of arrival and identity. The threshold between public and private is carefully choreographed, creating a neighborhood that feels both secure and welcoming.*

*At its core, Aratai Rise is about delivering a well-considered development that is seamlessly integrated into its locale. This is more than a redesign—it is a transformation that aims to establish a new benchmark for coastal living in not only Half Moon Bay, but the wider Auckland area.”*

Comprehensive landscape treatment plans, including hardscaping and fencing, have been prepared for the proposed development by Meadow Landscape and are attached as **Appendix D**. These plans incorporate fencing details, proposed planting and paving, bike and bin storage areas for each lot. Plant species have been selected based on their suitability for use in a relatively intensive urban environment, and their low maintenance and visual/structural qualities. A variety of flowering, specimen, and native trees are located throughout the site.

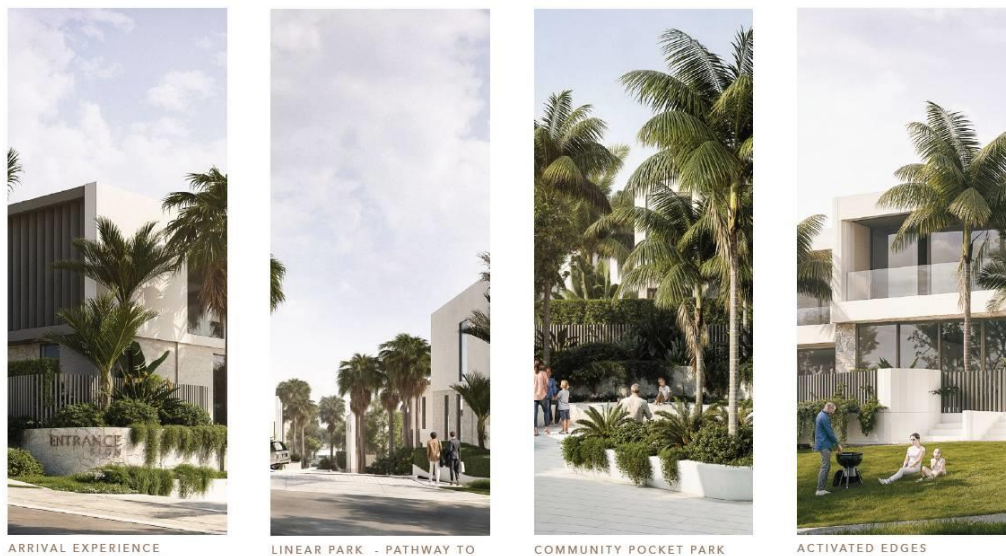


Figure 1. Excerpt of Landscape plan (page 5)

The following Design Statement has been prepared by Meadow Landscape:

*The urban design principles for the semi-public realm focus on creating high-quality, inclusive, and functional spaces that support community interaction, legibility, and have a strong connection to the coastal context. Creating a community development that encourages social connection, accessibility, safety, and environmental responsibility. This includes providing shared public spaces, walkable streets, access to services such as schools and shops, and schools.*

#### CHARACTER

*The contextual character of the site is that of coastal community. Accordingly, a palette of soft, light materials is proposed, complemented by a mix of native and exotic coastal planting. Internal streetscapes within the development include canopy street trees and palms to reinforce the coastal identity. Along Compass Point Way, Nikau palms are incorporated in the entry to relate to the existing street tree planting. The central linear park running north-south establishes visual connections between Compass Point Way and the sea, reinforcing the site's coastal setting.*

#### ARRIVAL EXPERIENCE

*Careful consideration has been given to creating a high-quality arrival experience. Key elements include a stone entry wall, site signage, and a framed view corridor connecting views towards the marina and sea beyond. High-quality materials and coordinated plantings are proposed throughout the primary roading JOAL and pedestrian spaces to create a cohesive and welcoming entry sequence.*

#### LINEAR PARK

*The central linear park is designed around the principles of connectivity and legibility. This open space corridor provides a strong green link throughout the development and is important as pedestrian link and visual spine through the site.*

#### **COMMUNITY POCKET PARK**

*A centrally located community pocket park forms the social heart of the development. This space provides opportunities for informal gathering, recreation, and social interaction, creating a vibrant and high-quality communal environment for residents.*

#### **ACTIVATED SEMI-PUBLIC INTERFACES**

*The design promotes community interaction through activated edges. Buildings are oriented to overlook streets and public spaces, creating passive surveillance while encouraging engagement between private dwellings and the public realm.*

#### **CONNECTIONS, WAY FINDING, AND ACCESSIBILITY**

*The semi-public realm is designed to be easy to navigate and well integrated with the wider urban network. Landmarks, clear signage, and intuitive spatial layouts assist users in orienting themselves while supporting accessible movement throughout the site.*

#### **RESIDENTS ARRIVAL EXPERIENCE**

*Driveways are carefully articulated to create a multifunctional threshold between the public street and private dwellings. Where possible, garages are stepped back from the front facade to reduce visual dominance and enhance the streetscape, allowing landscaping and pedestrian-focused elements to define the frontage. Clear pedestrian entryways are easily located and house numbers will be well located to ensure clear way finding.*

#### **FRONT FENCES AND WALLS**

*Front fences and walls are designed as integrated landscape elements. Low garden walls, permeable fencing, and letterboxes are incorporated where appropriate to clearly define the transition between public and private spaces while maintaining visual openness and connection to the street.*

#### **COMMUNITY LIVING AND PASSIVE SURVEILLANCE**

*The development encourages community interaction through the design of active frontages. Dwellings are oriented to overlook streets and shared spaces, providing passive surveillance and creating “eyes on the street,” which enhances safety and supports a sense of community.*

#### **VARIETY**

*A diverse range of dwelling typologies are proposed to create visual interest and architectural variation within the development. Differences in form, materials, colour*

*palettes, and planting will create individuality allowing for variety, choice, and specific site conditions while contributing to a cohesive overall character.*

### PLANTING

*Tree planting within front yards contributes to the overall streetscape character and reinforces the landscape framework of the development. This planting enhances visual amenity, provides shade, and strengthens the coastal identity of the neighborhood. Planting within the private courtyard has been developed to create high amenity private social spaces for the residents with good indoor outdoor flow.*

The following is an updated summary of relevant planning controls.

## 1.1. Site Planning Controls

### Zone

The site is zoned Mixed Housing Suburban Zone (MHS), as are other surrounding residential properties. The site adjoins land zoned Open Space - Conservation Zone to the north. Physically, this land contains a grassed berm and public parking areas accessed off Ara Tai.



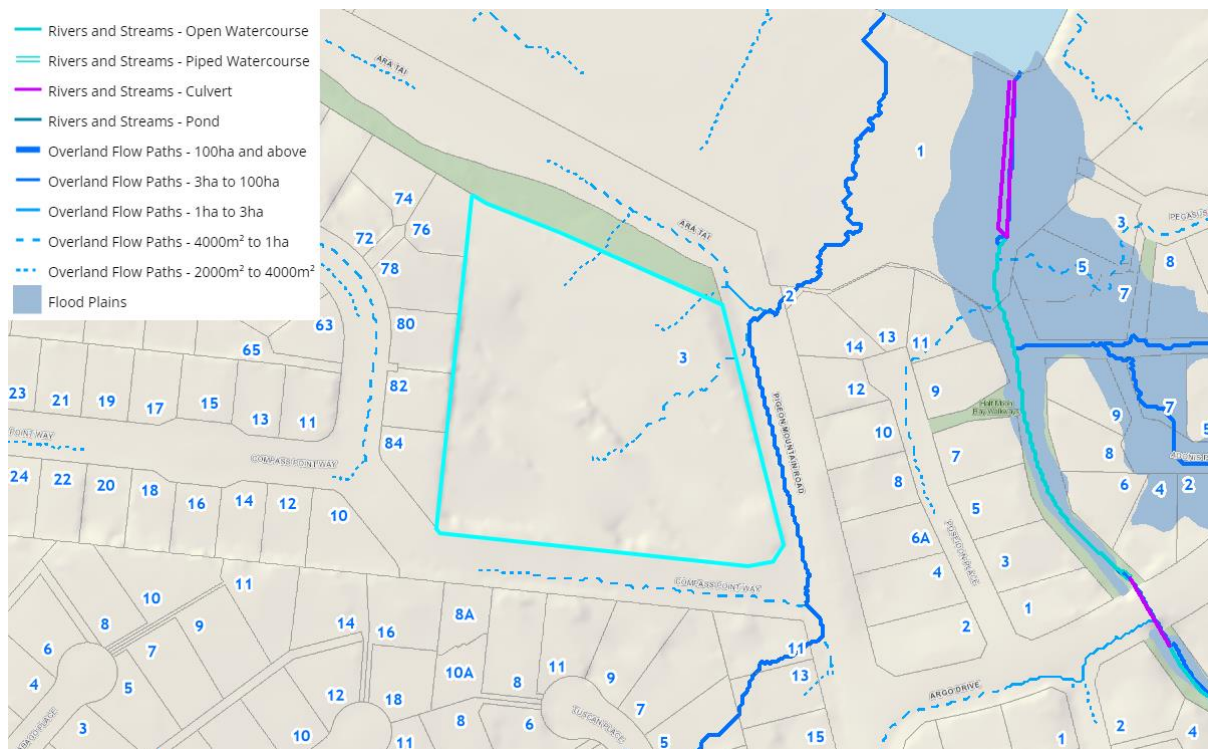
Figure 2. Image generated from GeoMaps with the following layers applied: Zones.

The site is also subject to the following overlays and controls.

Feature(s)	
Zone(s)	Residential - Mixed Housing Suburban Zone
Precinct(s)	N/A
Overlay(s)	N/A
Control(s)	Macroinvertebrate Community Index - Urban
Designation(s)	N/A

### Hydrological Features

Auckland Council Geomaps indicates the site is subject to three overland flow paths with origin points within the site, exiting onto Pigeon Mountain Road to the north-east.



- Give effect to policies 3 and 4 of the National Policy Statement on Urban Development (amended May 2022);
- Amend the Auckland Unitary Plan so at least the same housing capacity that would have been enabled if Plan Change 78 (as notified) was made operative is provided.
- Upzone areas and allow taller building heights on sites within walkable catchments, and in close proximity to town and metropolitan centres and frequent transit network routes.

Under PC120 the site is proposed to be zoned Mixed Housing Urban. The site is not identified being subject to any Management Layers or Spatially Identified Qualifying Matters.

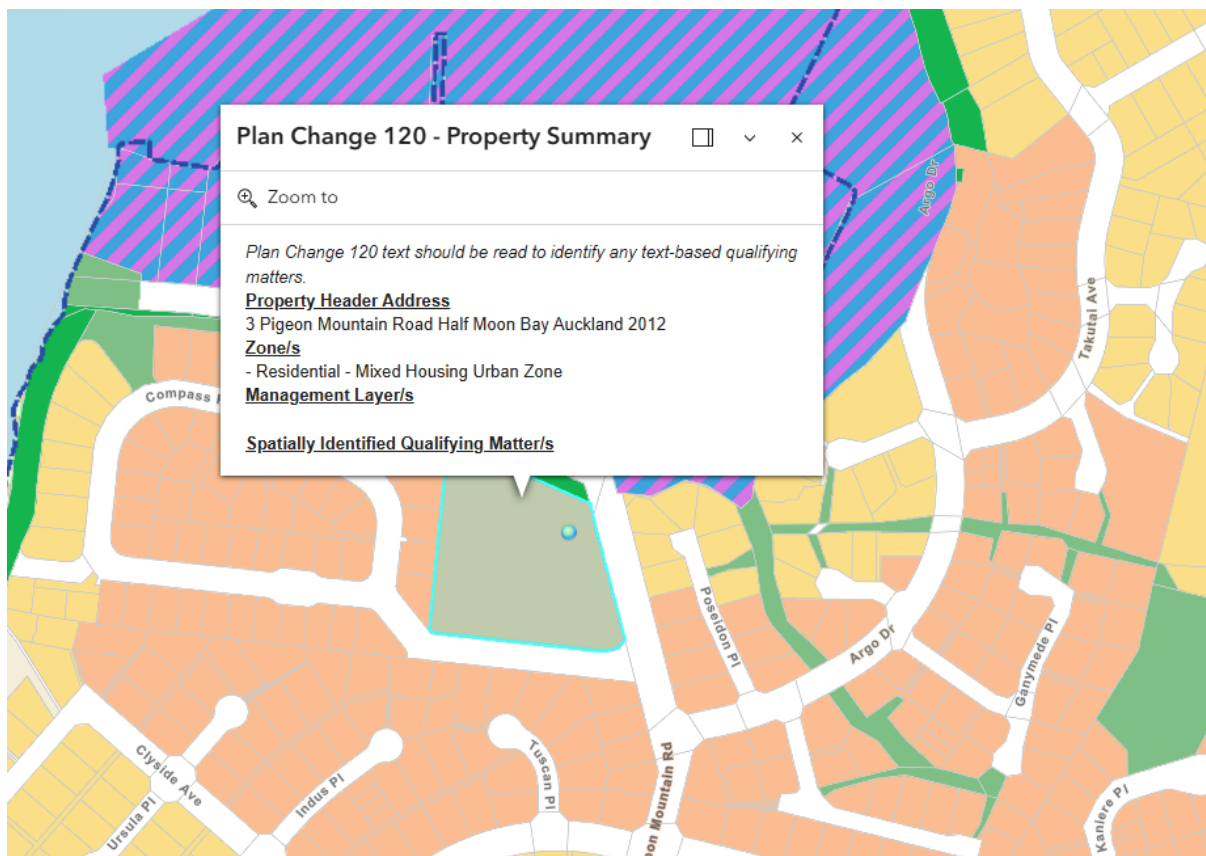


Figure 4. PC120 viewer.

PC120 also proposes to update the Natural Hazard provisions to manage risks from coastal erosion and inundation, flooding, and land instability. The Natural Hazard provisions have Immediate Legal Effect. The following provides a summary of the relevant matters.

Coastal erosion and inundation

The site is not identified being subject to coastal erosion or inundation.

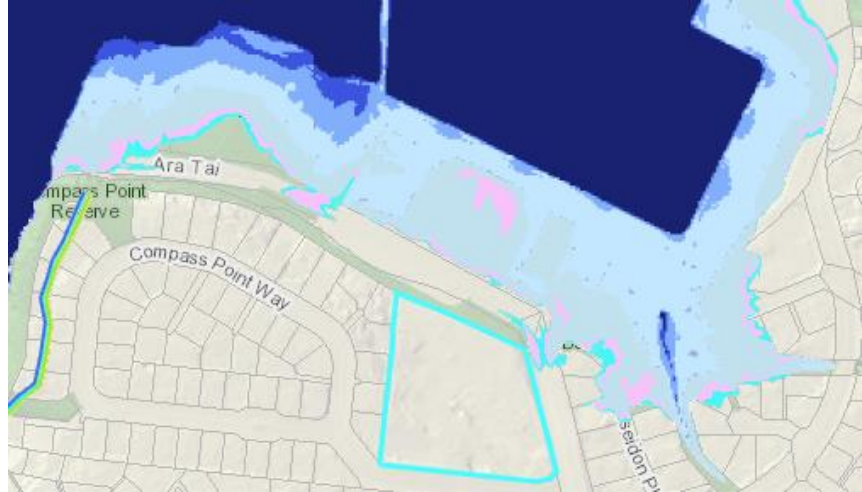


Figure 5. Coastal Inundation and ASCIE layer

Flooding

The site is not identified being subject to any flood plain areas. As noted above the site is subject to overland flow paths.

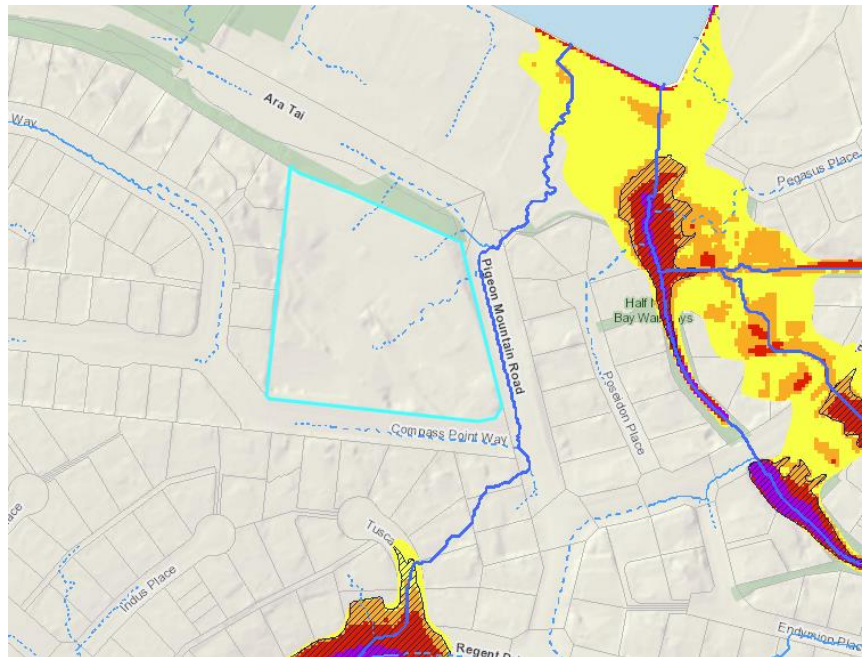


Figure 6. Flood Hazard and OLFP layer

Land Instability

- Site is not identified being subject to historical landslides
- Site is identified with areas of Very Low Shallow Landslide Susceptibility.
- Site is within 150m of a High or Very High Shallow Landslide pixel.
- Site is identified in the Low category for Large Scale Landslide Susceptibility

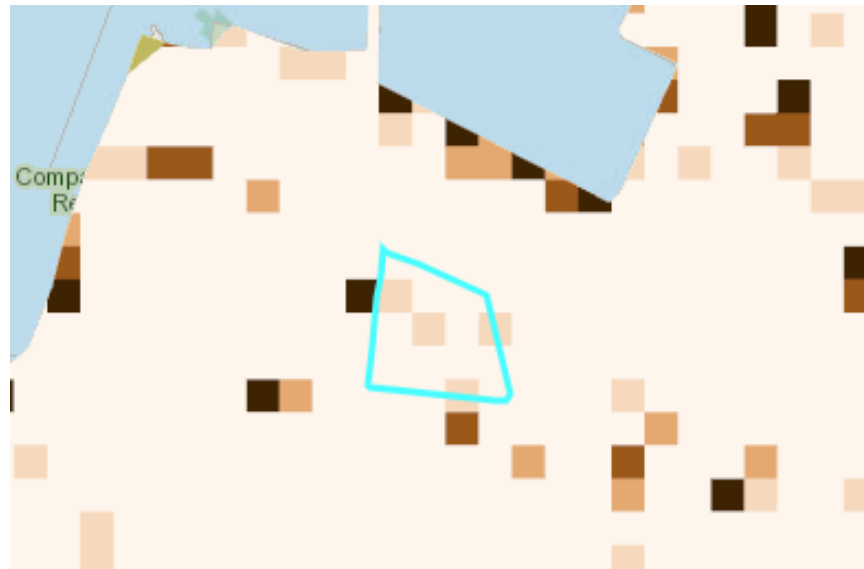


Figure 7. Shallow Landslide Susceptibility Layer

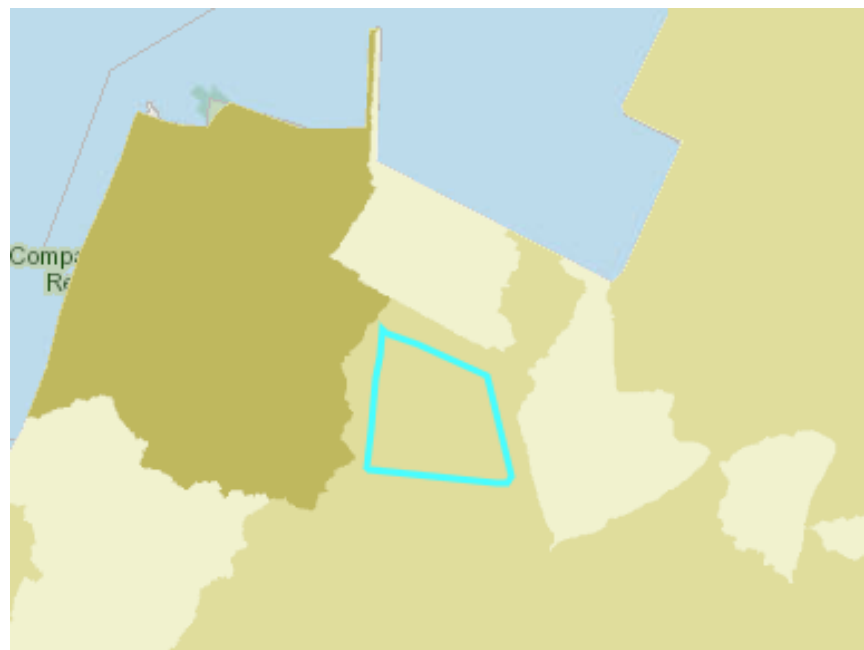


Figure 8. Large Scale Landslide Susceptibility Layer

The following is an updated table of reasons for consent.

## Resource Consents Required

Without limiting this application being for all necessary resource consents triggered by the proposal, resource consent appears to be required for at least those matters identified in the sections below. Resource consent is being sought to enable the proposal (as described in this report and supporting material) and the application intends to include all necessary consents for those activities to occur.

Resource consent is required for subdivision and land use activities as follows.

### 1.2. Reasons for Consent

#### E11 Land disturbance - Regional

E11.4.1 Activity table – all zones and roads		
General earthworks not otherwise listed in this table		
(A8) Greater than 2,500m <sup>2</sup> where the land has a slope equal to or greater than 10 degrees Residential zones, business zones, Business – City Centre Zone, Future Urban Zone, rural zones (excluding Rural – Rural Conservation Zone)	RD	The proposal seeks to undertake general earthworks across an area of 14,000 m <sup>2</sup> in a residential zone.

#### E12 Land disturbance - District

E12.4.1 Activity table – all zones and roads		
General earthworks not otherwise listed in this table <sup>1</sup>		
(A6) Greater than 2,500m <sup>2</sup> Residential zones	RD	The proposal seeks to undertake earthworks over a total area of 14,385m <sup>2</sup> .
(A10) Greater than 2,500m <sup>3</sup> Residential zones	RD	The proposal seeks to undertake earthworks of a total cumulative volume of 9,791m <sup>3</sup> .

E25 Noise and vibration

**E25.4. Activity table**

**E25.4.1 Activity table [rcp/dp]**

<p>(A2) Activities that do not comply with a permitted activity standard</p>	<p><b>RD</b></p>	<p>Standard E25.6.27 of the AUP relating to long-term construction noise limits may be exceeded temporarily by up to 5 dB during demolition works at 84 Compass Point Way for an approximate period of up to four days.</p>
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E27 Transport

**E27.4.1 Activity table**

<p>(A2) Parking, loading and access which is an accessory activity but which does not comply with the standards for parking, loading and access</p>	<p><b>RD</b></p>	<ul style="list-style-type: none"> <li>● E27.6.3.6: The stacked parking spaces for Units 7, 52, 53 and 55 will have a maximum gradient of up to 1 in 10 (10%) where 1 in 20 (5%) is permitted.</li> <li>● E27.6.4.4: A 10-metre-long section of JOAL 1 (from 5 metres into the site) is designed with a gradient of 1 in 6.7 (15.0%) where a maximum gradient of 1 in 8 (12.5%) is permitted for heavy vehicles</li> </ul>
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E27 Transport - PC 79: Amendments to the transport provisions

**E27.4.1 Activity table**

<p>(A2) Parking, loading, <del>and access and</del> <u>Electric Vehicle Supply Equipment</u> which is an accessory activity but which does not comply with the standards for parking, loading, <del>and access and</del> <u>Electric Vehicle Supply Equipment</u>.</p>	<p><b>RD</b></p>	<ul style="list-style-type: none"> <li>● E27.6.3.2 (A) Number and Design of Accessible Parking: Four accessible parking spaces will be required under this standard; however no accessible parking is proposed.</li> <li>● E27.6.6 Pedestrian Access: A 1.5m footpath is provided where not adjacent to the access between Units 41-46 to Pigeon Mountain Road.</li> </ul>
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### E36 Natural hazards and flooding

E36.4.1 Activity table		
Activities in overland flow paths		
(A41) Diverting the entry or exit point, piping or reducing the capacity of any part of an overland flow path	<b>RD</b>	The overland flow path originating within the site will now exit in a slightly altered location compared to what is shown on Geomaps.
(A42) Any buildings or other structures, including retaining walls (but excluding permitted fences and walls) located within or over an overland flow path	<b>RD</b>	To construct buildings (dwellings) and structures (vehicle access, parking pads, footpaths and decks) within an existing overland flow path (as shown on Geomaps prior to development).

### PC 120: E36 Natural hazards and flooding

E36.4. Activity tables		
Table E36.4.1A Activity table		
Activities on land in flood hazard areas		
Use – flood hazard areas		
(A79) Activities where natural hazard risk is potentially tolerable in accordance with Table E36.3.1B.1 in flood hazard areas Low flood hazard areas, coastal erosion hazard area 3 and coastal inundation hazard area 3	<b>RD</b>	The OLFP on site are classified as Low Flood Hazard areas as confirmed by Eighty6 Engineering and it is proposed to establish residential dwellings.
Development (excluding infrastructure covered by A103-A107) – overland flow paths		
(A102) Diverting the entry or exit point, piping or reducing the capacity of any part of an overland flow path Low flood hazard areas, coastal erosion hazard area 3 and coastal inundation hazard area 3	<b>RD</b>	The OLFP on site are classified as Low Flood Hazard areas as confirmed by Eighty6 Engineering, and it is proposed to divert the exit point slightly from the existing.

### E38 Subdivision - Urban

E38.4.2 Activity table - Subdivision in residential zones		
(A14) Subdivision in accordance with an approved land use resource consent complying with Standard E38.8.2.1	<b>RD</b>	The proposal seeks to undertake a subdivision to place each unit onto a freehold title.
(A31) Any subdivision listed in this activity table not meeting the standards in E38.8 Standards for subdivision in residential zones	<b>D</b>	The subdivision does not comply with Standard E38.8.1.2(1) as Lot 100 will provide access to more than 10 rear lots.

### H4 Residential - Mixed Housing Suburban Zone

H4.4.1 Activity table		
Use - Residential		
(A4) Four or more dwellings per site	<b>RD</b>	A total of 62 residential dwellings are proposed.
Development		
(A34) New buildings and additions Status determined by the land use activity that the new building or addition to a building is designed to accommodate	<b>RD</b>	The proposed land use activity is restricted discretionary.
C1 General rules		
C1.9(2) Infringed standard	<b>RD</b>	The proposed development results in infringements to the following core standards <ul style="list-style-type: none"> <li>● Standard H4.6.4 Building height;</li> <li>● Standard H4.6.7 Yards.</li> </ul>

### 1.3. Permitted Activities

#### E12 Land disturbance - District

##### E12.4.1 Activity table – all zones and roads

###### General earthworks not otherwise listed in this table <sup>1</sup>

(A3) Up to 500m <sup>2</sup> Open space zones (excluding Open Space – Conservation Zone)	P	Earthworks of a total area of 160m <sup>2</sup> are proposed within the Open Space zoned land to the north.
(A3) Up to 500m <sup>2</sup> All other zones and roads	P	Earthworks of a total area of 270m <sup>2</sup> are proposed within the road reserve.
(A7) Up to 250m <sup>3</sup> Open space zones (excluding Open Space – Conservation Zone)	P	The proposal involves earthworks of a total volume of 38m <sup>3</sup> within the land zoned Open Space.
(A7) Up to 250m <sup>3</sup> All other zones and roads	P	The proposal involves earthworks of a total volume of 34m <sup>3</sup> within the road reserve.

#### E16 Trees in open space zones

##### E16.4.1 Activity Table

(A7) Works within the protected root zone	P	The proposal involves works within the protected root zone which comply with the relevant permitted activity standards.
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### 1.4. Relevant Standards Assessment

#### H4 Residential - Mixed Housing Suburban Zone

##### H4.6 Standards

H4.6.4 Building height	<b>Infringes</b>	<p>The following blocks infringe 8m maximum height as the pitch of the roof less than 15° therefore is not technically eligible to use the additional roof form allowance:</p> <ul style="list-style-type: none"> <li>● Block A: Units 19-24</li> <li>● Block B: Units 13-18</li> <li>● Block E: Units 60-62</li> </ul> <p>All units comply with 9m maximum height.</p>
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H4.6.5 Height in relation to boundary	<b>Complies</b>	All units comply with standard HIRB setbacks.
H4.6.7 Yards	<b>Infringes</b>	Refer to the attached table.
H4.6.8 Maximum impervious area	<b>Complies</b>	The proposal has a maximum impervious area of 59.7%.
H4.6.9 Building coverage	<b>Complies</b>	The proposal has a building coverage of 38.9%.
H4.6.10 Landscaped area	<b>Infringes</b>	The proposal has a landscaped area of 37.59%.  The total proportion of landscaped areas which comprise category 1a, b, and c areas per the definitions, is 24.9% (complies).
H4.6.11 Outlook space	<b>Infringes</b>	Refer to attached table.
H4.6.12 Daylight	<b>Infringes</b>	Refer to attached table.
H4.6.13 Outdoor living space	<b>Infringes</b>	Refer to attached table.
H4.6.14 Front, side and rear fences and walls	<b>Infringes</b>	Combined fencing and retaining height will exceed 2m at the external boundary at the following locations.  1) Boundary to Ara Tai: <ul style="list-style-type: none"> <li>- Unit 1-Unit 5, maximum vertical extent of 0.595m, reducing to 0m over a length of 45m.</li> <li>- Unit 5, maximum vertical extent of 0.15m reducing to 0m over a length of 3.29m.</li> <li>- Unit 11, maximum vertical extent of 0.777m reducing to 0m over a length of 3.77m.</li> </ul> 2) Frontage to Pigeon Mountain Road: <ul style="list-style-type: none"> <li>- Unit 12 and 41, maximum vertical extent of 0.725m reducing to 9m over a length of 18.66m.</li> <li>- Unit 42-46, maximum vertical extent of 0.515m reducing to 9m over a length of 28m.</li> <li>- Unit 11, maximum vertical extent of 0.778m over a length of 2.77m.</li> </ul> 3) Frontage to Compass Point Way: <ul style="list-style-type: none"> <li>- Unit 19, maximum vertical extent of 536m reducing over a length 0m.</li> <li>- Unit 13-18, maximum vertical extent of 0.7m reducing to 0m over a length of 40m.</li> </ul>

		The fencing is comprised of solid plastered block wall at the bottom, with open balustrades on top.
H4.6.15 Minimum dwelling size	<b>Complies</b>	All dwellings exceed the minimum dwelling size standard.
H4.6.16 Rainwater tanks	<b>Complies</b>	All stormwater tanks are located underground.

### 1.5. Proposed Plan Changes

The Auckland Unitary Plan is currently subject to a number of plan changes which are relevant to this application.

There is a question to be determined as to the weight that should be assigned to the provisions when assessing a resource consent application. While this is a discretion that rests with the decision maker, there is guidance arising from some key principles established by case law:

- A weighting exercise is only required where the outcomes anticipated under operative and proposed provisions are inconsistent with one another.
- Each case should be determined individually according to its own circumstances.
- Relevant factors include the extent to which the proposed provisions have been exposed to independent decision-making; questions of possible injustice; and the extent to which a new provision may implement a coherent pattern of objectives and policies.
- More weight might be afforded to proposed provisions where there has been a significant shift in Council policy to give effect to important overarching matters from Part 2 of the RMA or national policy statements.

### 1.6. Plan Change 120 Housing Intensification

The objectives and policies of PC120 have Immediate Legal Effect. As noted, under the National Policy Statement on Urban Development 2020 ('NPSUD'), Policy 3(c) requires tier 1 urban environments (i.e. Auckland) to enable the following in regional policy states and district plans:

- **Policy 3(c):** "*building heights of at least 6 storeys within at least a walkable catchment of the following: (i) existing and planned rapid transit stops*"; and

- **Policy 3(d):** *"within and adjacent to neighbourhood centre zones, local centre zones, and town centre zones (or equivalent), building heights and densities of urban form commensurate with the level of commercial activity and community services"*.

PC120 is at an early stage of the plan change process, with submissions having just closed. As such it is likely that the provisions will be deleted or significantly amended and, in those circumstances, it would be unfair and unjust to impose such requirements on consent holders through a resource consent. It is also considered that the proposed rules and standards are not the only way in which relevant objectives and policies can coherently be implemented, and they are not required to implement any higher-order imperative or national policy.

For these reasons, it is considered that minimal weight should be given to the PC120 rules and standards at this stage of the plan change process. The operative provisions should be afforded significantly greater weight given the potential for challenge and amendment of PC120.

### 1.7. Natural Hazards

The Natural Hazards provisions of PC120 have immediate legal effect. As set out in section 3.3, the gully at the north-eastern portion of the site is subject to flooding.

The following sections of this report address the relevant matters for consent.

### 1.8. Plan Change 79 Transportation

Plan Change 79 ('PC 79') aims to manage the impacts of development on Auckland's transport network, with a focus on pedestrian safety, accessible car parking, loading and heavy vehicle management, and catering for EV-charging and cycle parking. The consent order for PC79 has been granted however the AUP has not yet been updated, and therefore is not yet operative.

The proposal is for a vacant lot subdivision where all sites have frontage to existing public roads or proposed public roads.

For completeness, assessment has been considered against the PC79 provisions (in accordance with the provisions of the consent order).

### 1.9. Overall Activity Status

The overall activity status of this application is **Discretionary**.

The following comments are provided with respect to the updated scheme, noting that unless otherwise superseded by this memorandum or other specialist supporting reports, our original assessment applies to the proposal.

### 1.10. Effects on Neighbourhood Character

In terms of the visual catchment and the potential viewing audience, the viewing catchment is limited to the immediate area, including the adjoining residential properties and the road reserve.

The redevelopment of the site as a comprehensively planned residential development will introduce additional dwellings and a change from the site's current underutilised state. However, the integrated design approach ensures the development responds positively to its surrounding residential context and is sympathetic to the established suburban character.

A range of design measures have been incorporated to assist in ensuring that the proposed development as a whole appropriately addresses its surrounding environment while delivering a mix of functional residential dwellings that are commensurate with the planned residential use of the MHS zone and consistent with the outcomes expected under the AUP (OP).

Overall, the proposed intensity and built form can be accommodated without generating significant adverse effects on streetscape character, visual amenity, or neighbourhood character, and are consistent with the outcomes anticipated for residential development within the Auckland Unitary Plan.

### Context and Zoning Considerations

The development is situated within the Mixed Housing Suburban zone, which envisages two storey detached and attached housing in a variety of types and sizes. Development in the Mixed Housing Suburban zone does not have a maximum density. Minimum vacant lot size standards are not applicable, as vacant lot subdivision is not proposed.

Under PC120, the site is proposed to be zoned Mixed Housing Urban, however the proposed development is considered to be consistent with the outcomes of the operative Mixed Housing Suburban zone and the existing surrounding character - being of two storey detached dwellings.

Due to the site's geometry, views of the development are largely limited to the respective road frontages. As a result, wider visual effects on the surrounding neighbourhood are appropriately contained.

### Height and Building Scale

There are some units that slightly infringe the MHS Zones' maximum permitted 8m rolling height, however this is generally for a small portion of the roof and the height of these houses,

remaining within the 9m height allowance. The height infringements generally are unlikely to be noticeable outside of the Site. The proposed development complies with standard HIRB at all relevant boundaries.

Due to the topography of the site, some sections of combined fencing and retaining adjoining the front boundary exceeds 1.5m in height. Any retaining has been integrated as part of the fence structure to ensure visual cohesion, with permeable fencing proposed on top in order to ensure any potential bulk and dominance effects are managed.

Overall, it is considered the bulk and scale of the proposed building forms accords with the general character of the existing environment, and with the outcomes that are anticipated by the MHS zone by enabling one and two storey building forms on the site.

### "Street" Character

Due to the site constraints, the development utilises Joint Ownership Access Lots (JOALs). The housing typologies provide sufficient frontage width to avoid compromises between vehicle access, servicing, and visual amenity. The frontages feature attractive landscaping and are designed to give properties the appearance and function of "front sites" to the "street".

The use of Joint Ownership Access Lots (JOALs) as primary access routes for residential units is considered to be acceptable in this development context for several reasons. The site's varied topography, shape, and size make JOALs a more practical and flexible alternative. These private access ways can be adapted to follow the natural contours of the land, reducing the need for extensive earthworks while still providing safe and efficient access to dwellings.

The JOALs have been designed to function effectively as street environments, incorporating raised pedestrian footpaths separate from vehicular movement areas and provisions for appropriate lighting and landscaping. This design approach ensures that residents experience a high-quality street frontage despite the technical classification as private access ways.

From an urban design perspective, the JOALs create a coherent structure of fronts and backs between allotments, resulting in clear definition between public and private spaces. Where service lanes are proposed, these are clearly legible and reads as such. This arrangement facilitates passive surveillance, enhances safety, and promotes community interaction.

Landscaping has been included within the JOAL where space allows. Where space is constrained, landscaping and specimen tree planting within yards has been designed to lend amenity to the access way and to provide an attractive setting for pedestrians.

### 1.11. Intensity Effects

It is acknowledged that a development of the scale proposed has the potential to generate adverse effects associated with increased residential intensity, including a greater number of people living on and moving through the site and the associated day-to-day residential activities occurring both indoors and outdoors. Notwithstanding this, the level of intensity enabled by the proposal is considered appropriate within the context of the site and the underlying zoning, and the adverse effects of the proposal concerning building intensity are considered to be less than minor in this instance.

The redevelopment will introduce additional dwellings and therefore represent a change in built form and residential activity when compared with the site's existing condition. However, this increase in residential intensity is anticipated by the Mixed Housing Suburban (MHS) zone and is consistent with the planned urban outcomes for residential land in this location. In particular, the scale of occupation, frequency of movement to and from the site, and overall residential presence are not of a magnitude that would give rise to unacceptable amenity effects for neighbouring properties or the surrounding street environment. The proposal incorporates a centralised Joint Ownership Access Lot (JOAL) network that is set away from site boundaries and connects directly to the public road, thereby containing much of the activity within the interior of the site. In combination with a comprehensive landscaping framework, the perceived scale and intensity of development will be visually softened and appropriately integrated with the surrounding neighbourhood.

As discussed previously, the MHS zone anticipates predominantly one- to two-storey attached and detached dwellings while still enabling a degree of intensification that maintains a suburban character. Although the proposal represents an increase in density relative to the existing surrounding pattern of development, that existing character is comparatively conservative when measured against the permitted baseline anticipated by the zone. The proposed built form—being largely detached dwellings—aligns with both the anticipated and established scale of development in the locality.

Residential intensity has been deliberately distributed across the site to achieve an efficient yet sensitive layout. Higher-density components are internalised toward the centre of the development, providing a transition in scale toward adjoining properties and ensuring that neighbouring sites are buffered from the greatest concentration of activity. This approach enables the development to sit comfortably within the wider suburban context while still making efficient use of zoned residential land.

More broadly, the proposal is compatible with the evolving character of the surrounding MHS environment, where gradual intensification and the introduction of medium-density housing

forms are anticipated over time. While the development is of a greater intensity than the historically predominant pattern, this reflects the planned outcomes of the zone and is increasingly evident within the wider locality. Taking into account the site context, zoning framework, building design, landscaping, and layout, the overall effects relating to residential intensity—including considerations of privacy, visual dominance, access to sunlight, and the general perception of built form—are considered acceptable and less than minor.

#### 1.12. Amenity to Adjacent sites

The construction of any proposed building or development has the potential to create adverse effects on both the surrounding properties and the future residents of the proposed dwellings, particularly during the physical construction stage.

The effects of the proposed construction and earthworks are considered to be temporary in nature. Appropriate conditions of consent can be imposed to control the effects of the implementation of the development. Construction effects are addressed further in the following sections of this report.

#### Boundary Treatment and Screening

As noted above, careful consideration has been given to boundary conditions where the development interfaces with adjacent sites, and at the 'frontage' of buildings. Landscape and fencing strategies have been carefully considered, particularly where fences are located on top of fill retaining walls. To provide a visually cohesive response, retaining is integrated into solid fencing, and visually permeable fencing is proposed on top – providing a balance of privacy and passive surveillance. The “solid” portion of the structure is generally no greater than 1.2m. In some discrete locations, the “solid” portion is up to 1.6m due to local topographical conditions.

#### Earthworks and Ground Level Changes

Earthworks are proposed to create developable gradients across the sloping site. Given the undulating nature of the site, the overall scale of earthworks is deemed commensurate with development needs and is not expected to create adverse effects on neighbouring properties. The overall form of the site (containing gullies and ridges) will remain.

The proposed development responds to the steep topography using house typologies that integrate retaining structures within the building footprint. This approach allows units to step down the slope.

Overall, it is considered that any potential amenity effects to adjoining properties are less than minor.

### 1.13. On-site amenity

#### Outdoor living spaces and outlook

The outdoor living spaces for all units are directly accessible from living rooms. They comprise a variety of ground level patios, upper floor level decks. Most outdoor living spaces are oriented to the north, west, or east to optimise sunlight access.

All units comply with primary outlook space depth requirements. A number of units have technical infringements where there are sections of return walls or wing walls within the 4m width. However, this is not considered compromising the sense of spaciousness.

The proposal has been designed with CPTED principles in mind. The fencing and landscaping strategy, as well as the design and orientation of units provides largely open frontages and clear site lines throughout the development. Combined with the strategic placement of windows and front doors, passive surveillance of both internal shared areas is high. The entrance to the site and shared accessway is legible and safe.

Overall, it is considered that the proposed residential development will achieve a high standard of onsite amenity for future residents, with appropriate levels of private open space, well laid out dwellings and good orientation achieved. The site is well located in terms of access to public open space and local amenities and direct and easy access to the public transport network.

#### Conclusion

This resource consent by HND HMB Limited ('the applicant') is related to 3 Pigeon Mountain Road, Half Moon Bay.

It is proposed to construct 62 new residential dwellings on the 1.4073ha site. The development proposes quality architecturally designed dwellings with integrated and functional outdoor living spaces and common areas for the future occupants of the site. The development has been designed in a comprehensive manner to ensure the most efficient use of the land and minimise any adverse environmental effects. The proposal is an efficient use of land.

Having assessed the actual and potential effects of the proposal, it is considered that the proposal will not generate any significant adverse effects that cannot be avoided or potentially mitigated through conditions of resource consent. The site and proposal have been reviewed and supported by a range of technical specialists and are deemed to be a suitable form of development, subject to conditions.

The proposal is consistent with the objectives, policies and relevant assessment criteria of the AUP (OP) and achieves the purpose and principles of the RMA.

It is considered that consent should be granted having regard to the matters set out in Sections 104 of the RMA and in the context of Part 2 of the RMA.

Yours sincerely,



**Yujie Gao**  
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**Campbell Brown Planning Limited**

