

Brief Description of Proposal:

To develop a total of 85 dwellings on a 1.4ha site with vehicle access via Compass Point Way and exit via Pigeon Mountain Rd.

The dwellings proposed are two-storey terraced units ranging from 2–4-bedroom units. Proposed are 46 3-bedroom units, 20 3 to 4-bedroom units, and 19 2-bedroom units.

Some dwellings contain garage space underneath the decks, whereas parking space for other dwellings are provided along front yards or at the parking area.

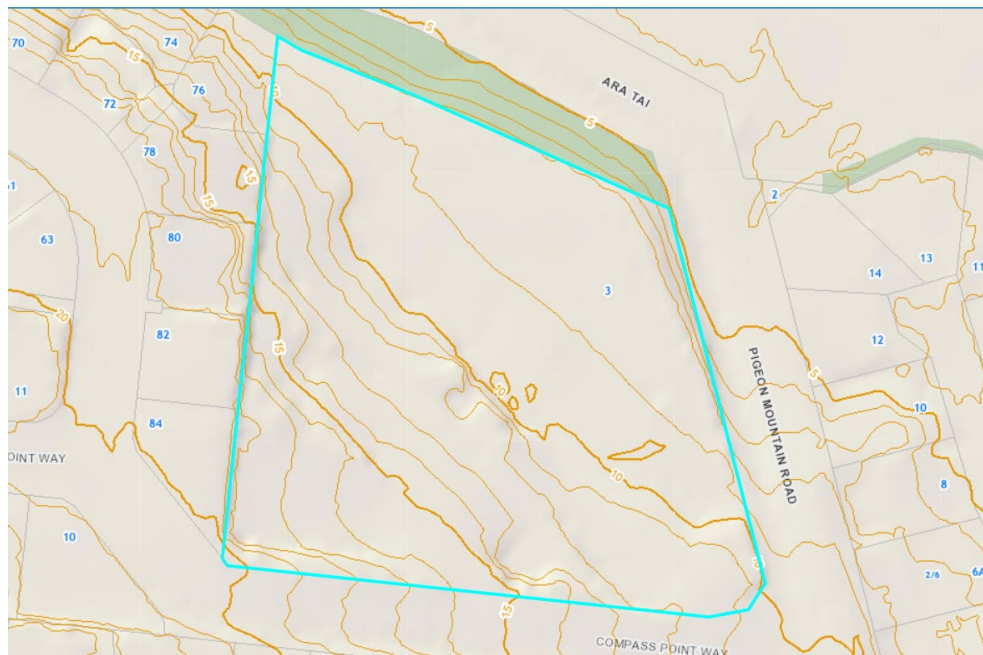
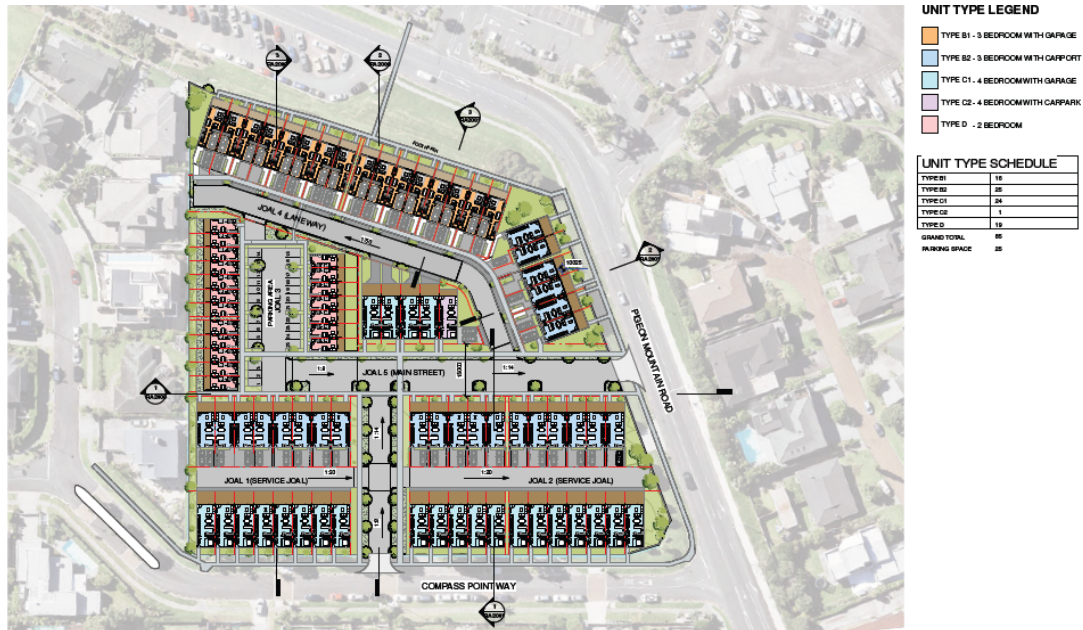


Figure 1. Contours of the site



Proposed site plan

Figure 2.



1 SITE PLAN_Option 3
1:500

Figure 3 – Plan discussed at meeting

5. MATTERS / ITEMS DISCUSSED AT MEETING

Planning Context

- Zoning: Mixed Housing Suburban Zone
 - The proposal relies on standards of the Mixed Housing Suburban Zone (not MDRS).
- What is the activity status – (A4) – 4 or more dwellings or (A8) – Integrated Residential development given the site is 1.4 ha in size. IM discussed this proposal being designed on the MHS Zone but not under which Activity Category.
- The site is a large corner site with topography influencing the design.
- Former school use
- Land purchased by client to develop for residential purposes
- MC says the proposal meets the basic zonal standard re height, coverage, impervious and landscaping.

Presentation of the Development

- The site is located nearby Half Moon Bay Marine, cafes and restaurants for locals, and a walking track
- Site has a north facing aspect with water view
- 3 corners of the site (north, south, & east) are fronting the road, and 1 (west) with a shared boundary with existing dwellings.
- Contours:
 - Along Compass Point Way is a 3-meter drop, the plan is to utilise this to create sublevel base parking while on the ground level is the pedestrian entryway.

- Existing retaining wall along Pigeon Mtn Rd
- Roading hierarchy
 - Cluster of terraced housing with different styles and design for variety
 - Idea is to have no large central car parking
 - JOAL 5: Serves as the main street within the development, to contain proper landscaping, streetlighting, pedestrian walkways, front yards, front doors facing the main street, to provide access towards Pigeon Mtn Rd and Compass Point Way.
 - JOAL 1 & 2: serves as service JOALs
 - JOAL 4: serves as a laneway
- Typologies and Density
 - Higher density located on the centre of the site while larger dwelling types located along the fringes of the site
 - Dwellings along northern boundary are to be larger dwellings with northern views from the site
 - Dwellings nearing the centre of the site are to be a mix of smaller 2-3 bedroom units
 - Dwellings are to have different styles (eg. Brick, modern design) and are targeted at the higher end market
 - Dining and living area of dwellings are overlooking/outlook into garden space
- Streetscape
 - Dwellings are to have their front doors facing the street
 - Ground floor levels are to be along footpaths of main streets
 - Small parks within the site
- Section plans show that existing retaining wall heights are aimed to be maintained
- Pedestrian footpath on norther boundary, along Pigeon Mtn Rd

Engineering

- Auckland Transport notes discussed:
 - Issue with access point from Pigeon Mtn Rd is the proximity to traffic lights
 - Waste collection
 - Manoeuvring through narrow street network for larger trucks/vehicles
 - Pedestrian intervisibility
- Site has remnants of coastal sea cliff – within transition area between the steep cliffs to the west and the valley area.
- Our focus will be on earthworks adjacent to the neighbouring properties, particularly for excavations that have the potential to undermine existing retaining structures and buildings. We will need geotechnical advice and a suitable construction methodology as applicable. Need particular attention to stability of existing retaining walls and houses along the western boundary.
- Earthworks likely to be triggered for consent.
- There is a shortfall with water supply reticulation in the immediate area – extension of this public system likely to be required.
- Consultation should be made with Watercare on the proposed unit density.
- Note public wastewater line through property, alignment of JOAL over this is a good solution.

- No issues with flooding, sea level rise, coastal erosion or liquefaction-vulnerable soils.
- Look at safe gradient of footpath across Parks land. Consultation also required with this landowner.
- Look at dimensions for garage parking and manoeuvring in terms of the Unitary Plan requirements.
- Note advice from AT re access onto Pigeon Mountain Rd and the need for rubbish truck manoeuvring within the JOALs. Need TIA to confirm width of JOAL is sufficient for expected volume of traffic.
- Does the design make provision for any visitor parking within the site.
- MC confirmed that a TIA will be lodged with any application.

Urban Design

- Site Intensity
 - The development has been designed to comply with all standards required by the Mixed Housing Suburban zone, for reasons of sensitivity to neighbours and possible notification.
 - The 2-storey terraced housing typology has been considered and assessed by the applicant against:
 - the existing character of the neighbourhood (eg. prevalence of 2-storey houses in the area)
 - considerations to the neighbouring site if an apartment development was to be built instead, and
 - that the proposed typologies are wider than a typical terrace development.
 - The length of blocks required to achieve the desired yield through an MHS compliant terrace typology has resulted in large blocks which are at risk of being dominant masses despite architectural treatment.
 - While an attempt has been made to break up the perceived dominance and intensity of the terrace blocks, these approx. 1m gaps are not effective at doing so and are not functional spaces.
 - The interior of the site is dedicated to JOALs, carparking and private dwellings, with few opportunities for any significant sense of landscaped area and the spaciousness it brings. While fences have not been shown, this has the potential to further increase the sense of intensity within the site.
 - The intensity of car manoeuvring and reversing across noted primary footpaths such as JOAL 4 is a significant concern.
- Site Amenity
 - The street fronting address and entry to units on Compass Point Way is commended – however with bedrooms at this street interface rather than a kitchen, there is little opportunity for activity and connection with street.
 - The provision of safe and separated pedestrian access ways is encouraged.
 - While there is an apparent separated pedestrian path to all units, for many units this may be perceived as a rear entry and seldom used for this purpose. For example, mid-block terraces serviced by JOAL 1 and 2 may perceive and use the door facing these JOALs as their primary day-to-day entry, which provide no safe or separated pedestrian access. For units on

JOAL 4, the safe pedestrian access way is a rear entry formed on the public park.

- Waste management
 - Current typology design presents no space for waste storage.
 - Opportunities for a communal location for bin storage
 - The applicant clarifies that further waste management matters will be explored and covered
 - While typologies may be wider than typical developments, the configuration of bedrooms and kitchen / living / dining areas are small with minimal storage opportunities.
 - Bedrooms on ground floor levels compromises the living area and internal space amenity
- Site Opportunities
 - Existing large trees should be explored as opportunities to be retained and celebrated.
 - While large canopy trees could conceivably be planted on the site corners, opportunities within the site should also be explored.
 - The site is well located next to the marina and public transport options. It is considered a site that has the potential to provide a wider benefit through an increased density of different typologies, for example providing a higher density urban edge along the northern boundary of the site. This would provide an opportunity to achieve the yield desired and open up space on site to provide a more spacious development.
 - Pedestrian links, sightlines through the blocks, open space and common landscape amenity will be important to resolve in order to achieve a successful design.
 - It is recommended that the Auckland Urban Design Panel would be of significant benefit to this application to achieve the most successful outcomes for the site, with the potential to support infringing MHS standards to achieve these.

Further Information / Queries

- Regarding the dwellings on the western boundary of the site
 - Concerns for amenity in terms of sunlight are raised as retaining walls and existing neighbouring dwellings along the western boundary of the site are quite high in relation to the decks / 2-storey development on this side
- Changes to the roading network (shifting the road connecting to Compass Point Way to align with service JOAL 3)
- How much amenity does the client want to sell to the market?

Notification

- Not discussed but will need to be addressed given the intensity of the development and cognisant of the Wallace decision.

Subdivision

Not discussed but if subdivision will roads be vested. How do JOAL meet road standards.

Even if JOAL not formed to road standard should look to have development meet front yard setbacks as if the JOAL were a road.

6. IMPORTANT INFORMATION

The purpose of a pre-application meeting is to facilitate communication between applicants and the Council so that the applicant can make informed decisions about applying for consents, permits or licenses.

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John Kennedy
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