

Additional information to Plan Change 56 Commissioners.

Fiona Christeller. Submitter 166, heard 12 April 2023

In response to the questions asked at the hearing I would like to confirm as follows:

1. Why insert design guides into the District Plan?
 - a. I strongly recommend that design guides are located inside the District Plan structure. This is particularly important for the proposed densification permitted use of 3 houses per site. There is reasonable concern in the community that these developments will not 'fit into' the existing neighbourhoods. Using design guides which are outcomes based (these cover street transition, privacy between neighbouring household units, arranging living spaces to have sun and outlook etc), will assist/ensure/force/require the designer to make design choices which will benefit both the end-user and local community.
 - b. For all other projects, which require Resource Consent, the design guide becomes a mandatory aide to achieve good outcomes and a base for officer and Council assessment. applications.
2. What is the role of the urban design panel versus design guides?

Assuming that the design guides as inside the District Plan, they would have precedence over any recommendations from a urban design panel. However, the advice, knowledge, and impartiality of the urban design panel, in considering design outcomes across the region with 'greater than the site' objectives in mind, will undoubtedly improve designers understanding of what makes a live-able development, thus assisting in RC applications.
3. Why change the current Encroachment licence application process?
 - a. In Hutt City there is currently a formal application process for encroachment licences (which cover ALL uses of public land for private use). This includes an assessment of effects and the written approvals of affected persons with delegated approval authority by officers for minor applications (most berm applications come under this definition).
 - b. The application process is via the Traffic department for road reserve applications and Parks and Reserves for uses on parks. The process is not part of planning and urban design.
 - c. There are 2 underlying policy documents, both written prior to the real concerns about climate change and the importance of berms as green space, plus their benefits for pedestrian and cyclist safety. These require updating:
<https://hccpublicdocs.azurewebsites.net/api/download/dca10d32fed24fb48c89a051398ef73e/CM9-WE/fcfa29041892d0148c888444daa78be4d4f>
<https://hccpublicdocs.azurewebsites.net/api/download/dca10d32fed24fb48c89a051398ef73e/CM9-WE/0ae18caf192c8cb42239fca346e4408c42c>
 - d. Considering the added pressure for parking which will ensue from Plan Change 56; and to ensure that any proposed use is consistent with Council Policy covering context, community benefits and climate change, I strongly recommend that all encroachment licences are processed via the planning process. Additionally, that all applications require a formal resource consent with a very high bar for being approved.

Fiona Christeller. 01 May 2023.