

Stephen Davis

From: John Sheehan <john@thecallcentre.co.nz>
Sent: Wednesday, 12 February 2025 10:35 AM
To: District Plan Review Team
Subject: [EXTERNAL] FW: District plan

Categories: Steve

To: Chief Executive, Hutt City Council

This is a submission from John Sheehan, on the Proposed Lower Hutt District Plan 2025.

My email address for service is john@thecallcentre.co.nz

I will not gain an advantage in trade competition through this submission.

The specific provisions of the proposal that my submission relates to, my submission on those provisions, and the decisions I seek are shown in the below table. I also seek all further, alternative, necessary, or consequential relief as may be necessary to fully achieve the relief sought in this submission.

I wish to be heard in support of my submission. If others make a similar submission, I will consider presenting a joint case with them at the hearing.

Introduction

My submission is quite basic. Whilst understanding the need for high-density housing options, I fail to see how the matter of parking can be absolutely ignored by Council as though it is of no consequence.

For example, Council has permitted two separate developments on Knights Road; Palmer & Cook's Kakariki development of 20 units and Faisandier Group's development of 9 units. This is 29 dwellings without a single car park provisioned.

I am wondering what sort of planner has decided that the probable average of at least one vehicle per dwelling needs no parking provision. E-bike charging stations as a substitute? What sort of woolly-headed thinking is this? It seems that anyone with the sort of money to buy these dwellings will own a vehicle, and at least as probable that renters will also.

On the other hand, we have Kainga Ora building multiple dwellings in Epuni, with multiple car parks provisioned. It seems that those in 'social housing' have the need for car parks, but others don't. Really?

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TAKING CARE OF BUSINESS

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