

CHRISTCHURCH CITY COUNCIL

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- Received by Email

Name:	Andrew Evans Email: [aearchitects@intrados.co.nz]
CC:	
Sent:	Thu 9/04/2009 4:47 pm
Your Submission:	<p>1) Submission relating to Development Contributions Policy- Residential development, <u>reserves</u>:</p> <p>a) ensure that reserves as calculated per HUE will also be reduced by the small unit adjustment*. Currently reserves appear as one big lump and not broken in HUE's</p> <p>b) Map 4:neighbourhood parks, local- council should provide justification for setting all rural, suburban, inner city and central city the same-there appears to be no 'causal nexus' ie: central city: are there any new neighbourhood parks being created?-very few Rural areas: again- are there any new neighbourhood parks being created? i suspect if this was done on 'causal nexus' then suburban would be much higher, followed distantly by inner city, then central city then rural.</p> <p>c) Subject to the above, the new method proposed of setting reserves on a catchment basis rather than 7.5% of land value or 20sqm per unit is far fairer</p> <p>* "Where the development includes two or more additional residential units, a small residential unit adjustment will apply for residential units less than 100m2 each (inclusive of 17.05m2 parking allowance per unit). The adjustment reduces the HUE calculation on a sliding scale from 100% to 60% for residential units less than 100m2 each. For example, if the average size of the units is 80m2 the small residential unit adjustment reduces the HUE assessment to 0.8 HUEs per unit (80%)."</p> <p>2) Submission relating to Development Contributions Policy- Residential development, <u>transport</u>:</p> <p>a) Transport is definitely not related to 'causal nexus' – a quick read through of road network projects shows most are occurring in the outer fringes of the city- ie: suburban driven.</p> <p>b) census information shows (the figures can be got) that central and inner city areas people do not use their car as much as those in the suburbs and on average travel less far (in fact the reason a lot of people want to live in central and inner city is to avoid commuting)</p> <p>c) from the above the council must create a scaled catchment – setting suburban highest, rural not far behind and then distantly inner city then central city</p> <p>3) Submission relating to Development Contributions Policy- Residential development, <u>central and inner city</u>:</p> <p>a) The council wants to create infill in the central and inner city, however the development contributions are genuinely having an effect on the viability of townhouse and apartment projects (or so my clients tell me).</p> <p>b) The small unit discount helps a bit, but from projects i have designed over the last year i believe it was set it too ungenerously-2 options: - it should either be the gross area including 17.05 sqm parking allowance <u>minus 10%</u> (still with a max of 40% reduction) eg: 65 sqm 2 bedroom unit apartment + 17.05 sqm parking allowance (no garage)=82.05%- 10%=72% of an HUE</p>

-or probably fairer/easier: set the average gross size of all units less the largest unit in the project Eg: 5 units, all 65sqm except one that is 150sqm- currently this gives an average of 82sqm , my proposed change would give the average minus one at 65sqm. Note this is perfectly fair- as currently a townhouse/apartment project would get one HUE credit (in fact if the project was a double site with 2 HUE credits do it on average number of units less the 2 largest)- i propose this credit be on the largest unit, as a full HUE is not set on size (eg: in suburbia you can build a 5 bedroom 400sqm monster with one HUE)

c) If the points in items 1) & 2) ie: real causal nexus were applied then the DC for central and inner city would come down

Andrew Evans, Architect
Andrew Evans
AE Architects Ltd.
PO Box 22-284
Christchurch 8142
New Zealand
ph: 03-3799525
fax: 03-3796445
cell: 027-230-9276