

## PROPOSED FAR NORTH PLAN – HEARING 1

### COMMENTS BY J A RIDDELL

#### *Who am I*

- 1 My name is Andrew Riddell.
- 2 I have lived in Kororāreka for over 40 years.
- 3 I have worked as a resource management planner on a part-time basis since 1989 and a full-time basis since 1993, most recently working for the Department of Conservation. This includes making comments and giving evidence at council and Environment Court level on the second review of the Bay of Islands District Plan, and the operative Far North District Plan.<sup>1</sup> I have commented on the draft District Plan.
- 4 For this hearing I am not providing planning evidence. I do, however, do have some comments on those of my submissions and further submissions that are being considered in Hearing 1.
- 5 These submissions and further submissions are:
  - 431.071 and 431.171 to 431.180 – on correcting errors in the spelling of Moturoa Island.
  - 431.168 – on adding reference to intrinsic and natural values to objectives and policies of the draft Plan.
  - Further submission 372.017 in support of submission 156.001 by Robert Adams on providing for urban design overlays and assessments for all the Far North towns.
- 6 There is one submission point which is relevant to this hearing which has been overlooked in the staff reports. This is submission 431.151 to 431.155 – seeking “the revision of all objectives, policies, rules and

---

<sup>1</sup>Including the first iteration of the operative Far North District Plan. This proposed Plan was notified then withdrawn, revised and renotified.

standards relating to providing for vehicles and roading to place much more emphasis on providing for cycling and for walking”.

- 7 Commenting on each of these submission points in turn.

*Moturoa Island*

- 8 I agree with the recommendation to correct the references to Moturoa Island.<sup>2</sup>

*Intrinsic and natural values*

- 9 My submission 431.168 seeking the addition of 'and intrinsic and natural values' in all objectives and policies that refer to the protection for current and future generations applies to many objectives and policies in the proposed Plan.

- 10 The staff recommendation is

I recommend that this submission point is deferred and addressed in by relevant s42A topics (coastal environment, natural character, indigenous biodiversity and rural production)<sup>3</sup>

- 11 This makes sense.

- 12 It also underlines the interconnectedness within the proposed Plan, To address this interconnectedness I urge the Hearing Panel to not finalise the strategic objectives until the end of the hearing of submissions on all topics.

- 13 For completeness I note there are two strategic objectives to which, strictly, my submission 431.168 would apply. These are SD-CP-O4 on historic and cultural wellbeing and SD-NE-O6 on significant natural areas.

- 14 Arguably, submission 431.168 would also apply to strategic objectives SD-NE-03 on active management and SD-NE-05 on natural character and outstanding natural features and landscapes.

- 15 I accept that it is not necessary to consider adding 'and intrinsic and natural values' to the historic heritage strategic objective SD-CP-O4.

---

<sup>2</sup> See paragraphs 189, 191 and 197 of Ms Trinder's report.

<sup>3</sup> Paragraph 118 of report by Ms Trinder)

- 16 However whether to add those words to the three natural environment strategic objectives I identify above should be deferred until other relevant topics as recommended by Ms Trinder.

*Urban design overlays and assessments*

- 17 I support the submission by Robert Adams about urban design overlays and assessments.<sup>4</sup>

- 18 In my further submission FS 372.017 in support I seek to focus the relief sought Robert Adams' submission by stating, as relief sought

Grant the submission to the extent that a new objective, policies and methods are added on the development and insertion in the district plan of urban design overlays. guidelines and assessments for Far North's towns and settlements.

- 19 There is already a body of work related to urban design overlays that has been undertaken in the Far North and which is partially reflected in historic heritage provisions in the operative and proposed District Plans.

- 20 The most well developed of these are the heritage precinct and heritage buffer area provisions for Kororāreka/Russell – the development of which I have been involved since the second review of the Bay of Islands District Scheme and with an appeal by my wife and I which resulted in the introduction of the Russell Township Basin and Gateway Area to the operative District Plan.

- 21 The District Council has accepted a design guideline developed by the late Jeremy Salmon for Kororāreka/Russell.<sup>5</sup> Design guidelines have also been commonly required as part of the approval of management plan subdivisions, especially for large rural coastal subdivisions.

- 22 Overall it is fair to say the assessment work has started but more needs to be done.

- 23 That is consistent with the requirement in the Northland Regional Policy Statement for plans relating to urban design:

- 24 Regional Policy Statement method 5.1.5(1)(c) states

5.1.5 (1) Regional and district councils shall ....

---

<sup>4</sup> This submission is discussed at paragraphs 291 to 294 of Ms Wooster's report.

<sup>5</sup> Although the Council's consent processing planners seem to be unaware of its existence.

(c) Give effect to policy 5.1.1(b) when changing, varying or replacing regional or district plans.

25 Policy 5.1.1(b) is

5.1.1 Subdivision, use and development should be located, designed and built in a planned and co-ordinated manner which: ...

(b) Is guided by the 'Regional Urban Design Guidelines' in Appendix 2 when it is urban in nature.<sup>6</sup>

26 I strongly disagree with the recommendation of Ms Wooster that the primary submission be rejected.<sup>7</sup>

27 This is a matter that should be considered further in the hearings on the historic heritage, the hearings for the General Residential, Rural Residential, Rural Lifestyle, Settlement, Mixed Use zones, and the subdivision hearing.

28 Social prosperity strategic objective SD-SP-01, as notified, is consistent with a strategic urban design approach; notably because its reference to 'sense of place'.

29 Ms Wooster recommends replacing the term 'sense of place' with what is a very incomplete summary of the concept.<sup>8</sup>

30 I disagree with deleting 'sense of place' from that objective. Sense of place is the whole point of urban design assessments and overlays.

### *Transport*

31 My submission point recorded as 431.151 to 431.155<sup>9</sup> has been overlooked in the discussion of strategic objective SD-EP-O4.

32 There is discussion in the staff report on other submissions seeking he amendment of this objective to active transport such as cycling and walking and to multi-modal transport.<sup>10</sup>

33 Such changes are consistent with my submission and I support such references being added to strategic objective SD-EP-O4.

---

<sup>6</sup> This is a more accurate account of the Regional policy Statement requirement than is given at paragraph 239 of Ms Wooster's report because I include the mandatory requirement from method 5.1.5

<sup>7</sup> At paragraph 316 of her report.

<sup>8</sup> See paragraphs 85 to 87 of her report.

<sup>9</sup> The relief sought under these submission numbers is 'The revision of all objectives, policies, rules and standards relating to providing for vehicles and roading to place much more emphasis on providing for cycling and for walking.'

<sup>10</sup> Paragraphs 118 to 123 of Ms Wooster's report.

- 34 I note that Ms Wooster recommends an addition to the objective by adding that transport networks should be safe, efficient and sustainable.
- 35 However any reference to a multi-modal transport system is rejected.
- 36 I disagree with that and consider it important that the strategic objective refers to a transport system that is both multi-modal and integrated.
- 37 Just referring to an integrated transport network introduces unnecessary uncertainty. For example, it could be limited to transport network that integrates state highways and local roads.
- 38 Including an explicit reference to multi-modal provides certainty as to the scope of the integrated transport network.
- 39 This strategic objective is also one which should be reviewed when the submissions on the transport chapter are heard.<sup>11</sup>
- 

---

<sup>11</sup> Hearing 12.