

COUNCIL RIGHT OF REPLY – UPDATED SUBMISSIONS WITH RECOMMENDATIONS – CLARE PIPER (TRANSPORT) S42A REPORT – APPENDIX A

The following provides an updated account of response to submissions relevant to the s42A of Brittany Ratka.

Text in **bold dark orange underlined** indicates responses to submissions that are recommended to be altered from the recommendations in the s42A report and text recommended to be deleted is in **bold dark orange strikethrough**.

The rows shaded in orange contain submissions which were not included in the s42A report.

Where the officer recommendation on a specific submission point is to “reject”, this recommendation may be based on planning merit or if the submission point is considered outside the scope of this plan change, including being a matter not able to be considered through a change to the District Plan.

Council has provided documentation of both original and further submissions and is available via the following link:

<https://makeasubmission.ccc.govt.nz/PublicSubmissionSearch.aspx>.

Submission No	Submitter	Further submission No	Position	Decision Requested	Recommendation
Out of Scope submissions					
170.1	John Lieswyn		Seek Amendment	Amend by removing provision point 7.2.1.4 b. ii. A, which states that car parking should support the recovery of the Central City. Additionally, amend provision point 7.2.1.4 b. ii. F by clearly defining 'significantly adversely affect the demand for public transport'	Reject
315.1	Denis Morgan		Seek Amendment	Given that PC14 emphasises high density within walking distance to key transport routes, HDZ streets (particularly the narrow Merivale streets) should be restricted from all parking to encourage biking and walking, to improve spatial separation around high density residential units, to improve pedestrian and cyclist safety, and reduce emissions to meet the PC14 Objective + Policies. Common sense dictates a proper transport analysis contemporaneously with PC14/MDRS	Reject
	Further submission				
	Christchurch Civic Trust	FS2037.420	Support		Reject
315.13 <i>(Submission point number now identified)</i>	Denis Morgan		Support	Supports Objective 7.2.1 (iv)	Reject
315.14	Denis Morgan		Support	Supports Policy 7.2.1 .1 (iv)	Reject

<i>(Submission point number now identified)</i>					
315.15 <i>(Submission point number now identified)</i>	Denis Morgan		Support	Supports Policy 7.2.1.6 (iii)	Reject
303.1	Bron Durdin		Seek Amendment	[Require access and parking areas to use permeable materials] Enforce storm water planning with porous materials in driveway developments.	Reject
	Further submission				
	Kāinga Ora	FS2082.239	Oppose		Accept
237.56	Marjorie Manthei		Seek Amendment	Add a rule to all relevant sections of the District Plan encouraging the use of permeable surfaces for drives, parking lots, residential and commercial sites	Reject
	Further submission				
	Christchurch Civic Trust	FS2037.339	Oppose		Support
314.2	Graham Townsend		Support	[Continue to add to the] growing network of cycle/walking tracks across the city and plan for better public transport options	Reject
	Further submission				
	Christchurch Civic Trust	FS2037.419	Support		Reject
485.6	John Buckler		Seek Amendment	Change parking on St Albans Street to residents only parking	Reject
145.11	Te Mana Ora / Community and Public Health		Seek Amendment	Te Mana Ora recommends that the Council uses the Healthy Streets Approach	Reject
	Further submission				
	Ryman Healthcare Limited	FS2063.15	Oppose		Accept
144.1	Anthony William Norbert-Munns		Oppose	Consider making Allister Avenue a one-way street running east to west. Leaving present parking as is. In addition, the submitter seeks that all right hand turns from Leinster Road, Allister Avenue and Heaton Street are stopped	Reject
685.31	Canterbury / Westland Branch of Architectural Designers NZ		Seek Amendment	[Clarify requirements for garages] - If a garage is provided, it should be of a size that allows for an 85th percentile car to be parked in it	Reject
	Further submissions				

	Christchurch Civic Trust	FS2037.1135	Support		Reject
	Kāinga Ora	FS2082.375	Oppose		Accept
720.8	Mitchell Coll		Seek Amendment	If a garage is provided, it should be of a size that allows for an 85th percentile car to be parked in it.	Reject
868.3	Maureen Kerr		Seek Amendment	Address existing issues of traffic congestion, carparking, flooding, liquefaction [in area from Papanui Road to Watford Street]	Reject
3.1	Richard Abey-Nesbit		Seek Amendment	Seeks that the council invests more into public transport, beyond what the changes allow for	Reject
	Further submission				
	Christchurch Civic Trust	FS2037.36	Support		Reject
200.9	Robert Manthei		Seek Amendment	Begin now to establish a street running large spacing busway system of public transport. Reinstate the inner-city shuttle bus immediately.	Reject
	Further submission				
	Christchurch Civic Trust	FS2037.289	Support		Reject
294.9	Chessa Crow		Seek Amendment	Seek to Improve transport links and public transport service to New Brighton area	Reject
478.3	Mark Siddal		Seek Amendment	[That] public transport [is] in place for the CBD and suburban shopping centres.	Reject
540.4	Ben Close		Support	More frequent buses and safer cycle ways are an absolute must all across the city.	Reject
476.6; 467.7	Rob Seddon-Smith		Seek Amendment	Consideration should be given to prohibiting on-street parking for residents of larger developments	Reject
476.3 (Submission point number now identified)	Rob Seddon-Smith		Not stated	That Council should guarantee quality public transport options with direct bus routes to all major destinations	Reject

Issue 1 – 1.1. The removal of car parking requirements by the NPS-UD					
Submission No	Submitter	Further submission No	Position	Decision Requested	Recommendation
9.2	Mary-Anne Thomson		Seek Amendment	Require onsite carparking	Reject
	Further submission				
	Christchurch Civic Trust	FS2037.39	Support		Reject
28.3	Alistair Grigg		Seek Amendment	[Consider the provision of adequate car parking for residents of high-density developments]	Reject
45.1	Kelvin Lynn		Seek Amendment	Provide sufficient car parking in the High Density Residential Zone	Reject
	Further submission				
	Christchurch Civic Trust	FS2037.73	Support		Reject
58.2	Stephen Walsh		Seek Amendment	[Require more carparking provision]	Reject
65.1	Ali McGregor		Seek Amendment	Require off-street parking for residential developments	Reject
	Further submission				
	Christchurch Civic Trust	FS2037.130	Support		Reject
90.2	Blair McCarthy		Seek Amendment	[That residential developments be required to provide on-site carparking]	Reject
	Further submission				
	Christchurch Civic Trust	FS2037.164	Support		Reject
130.2	Paul Cary		Seek Amendment	Ensure onsite carparks are required for all new High Density Residential Zone and Medium Density Residential Zone developments	Reject
	Further submission				
	Christchurch Civic Trust	FS2037.202	Support		Reject
211.3	Pauline McEwen		Seek Amendment	[Provide adequate carparking for residential developments]	Reject
239.1	Andrea Floyd		Seek Amendment	[Require on-site carparking for residential units]	Reject

252.2	Phil Ainsworth		Seek Amendment	[Require off-street carparking for residential units]	Reject
294.4	Chessa Crow		Seek Amendment	Seek to require on-site carparking for residential developments	Reject
312.1	Joyce Fraser		Seek Amendment	[Require] off-street parking as a design requirement for new developments.	Reject
	Further submissions				
	Christchurch Civic Trust	FS2037.415	Support		Reject
	Kāinga Ora	FS2082.262	Oppose		Accept
334.2	Michael Tyuryutikov		Oppose	Retain existing parking space rules for residential properties.	Reject
447.2	Alex Lowings		Support	That all new properties have a requirement for a minimum of two off-road parking spaces per property.	Reject
468.4	David Fisher		Seek Amendment	Oppose increasing building height and density... amend rule to increase parking etc this will potentially attract more families back to these areas.	Reject
497.1	Sydney John Kennedy		Seek Amendment	[Require] all Papanui apartment building sites to have at least 1 car park per apartment on site	Reject
	Further submission				
	Christchurch Civic Trust	FS2037.498	Support		Reject
585.3	Nick Brown		Seek Amendment	[That on-site parking is required to be provided] for new residential housing developments	Reject
654.1	Wendy Fergusson		Seek Amendment	Please ensure there is off street parking for every residential building/block	Reject
325.1	Michael Galambos		Seek Amendment	[R]equire: 1 - High-Density Residential Zones be required to provide a minimum of one off-street parking space for each unit...	Reject
	Further submission				
	Christchurch Civic Trust	FS2037.424	Support		Reject
	Kāinga Ora	FS2082.275	Oppose		Accept
385.1	Claire Williams		Seek Amendment	If further intensification is permitted there must be provision made for adequate parking	Reject
668.3	Keri Murison		Seek Amendment	Require new residential housing development to provide on-site carparking	Reject
692.5; 692.6	David Murison		Seek Amendment	... At a general level, the removal of the requirements for new residential housing developments to provide for any on-site parking will have a significant and disproportionate impact on a number of vulnerable groups in our community	Reject
	Further submission				
	Kāinga Ora	FS2082.438	Oppose		Accept

693.5 693.6	Henri Murison			... At a general level, the removal of the requirements for new residential housing developments to provide for any on-site parking will have a significant and disproportionate impact on a number of vulnerable groups in our community	Reject
Further submission					
	Kāinga Ora	FS2082.448	Oppose		Accept
425.8	Tom King		Oppose	Oppose constructing dwellings without garages to be permitted activities	Reject
862.3	Lloyd Barclay		Seek Amendment	Seeks that minimum car parking requirements are included for new developments	Reject
842.25; 842.26	Fire and Emergency New Zealand (FENZ)		Support	[S]upports the consideration of parking made through the PC14 amendments made to the matter of control 14.15.1 Residential Design Principles	Accept
Issue 1 – 1.2 EV Charging in residential developments					
Submission No	Submitter	Further submission No	Position	Decision Requested	Recommendation
786.2	Mark Darbyshire		Seek Amendment	Seeks that a rule be included that requires EV charging stations and infrastructure in apartment buildings	Reject
367.6	John Bennet		Seek Amendment	Introduce the requirement to provide secure storage and parking on site for e-transport (bicycles, cars, scooters etc) and the charging of them	Reject
Further submission					
	Christchurch Civic Trust	FS2037.467	Support		Reject
312.3	Joyce Fraser		Seek Amendment	[Require provision for] EV charging stations as a design requirement for new developments.	Reject
Further submissions					
	Christchurch Civic Trust	FS2037.417	Support		Reject
	Kāinga Ora	FS2082.264	Oppose		Accept
112.15	Nikki Smetham		Seek Amendment	[Require] Provision for common electric car charging stations on development sites	Reject
Further submission					
	Christchurch Civic Trust	FS2037.192	Support		Reject
356.3	David Hood		Seek Amendment	[Require the provision of facilities to charge e-vehicles]	Reject
Issue 1 – 1.3 – Cycle parking					

Submission No	Submitter	Further submission No	Position	Decision Requested	Recommendation
768.1	Mark Darbyshire		Seek Amendment	Seeks that the number of bike parks required for apartment buildings is increased Require resident bike parks to be in a secure, indoor location that isn't visible from outside. Require resident bike parks to be suitable for heavy electric bikes (e.g. horizontal rather than hanging). Monitor apartment developers and inspect apartment buildings upon completion to ensure these requirements are met in newly built complexes. <i>(Shown as separate rows in s.42A summary table, however was shown as combined for summary of submissions publicly notified)</i>	Accept in part
764.1	Spokes Canterbury (Anne Scott)		Seek Amendment	[That] [t]he council should require accessible, weatherproof and secure storage be provided for bikes and other forms of active transport, including space suitable for e-bikes, cargo and accessibility trikes	Accept
Further submission					
	Christchurch Civic Trust	FS2037.765	Support		Accept
396.1; 396.2; 396.3	Craig Gilmore		Seek Amendment	We are keen to work with the council to provide and get feedback on what can be done to improve the bike parking in order to make it more secure in the central city and promote useage of bikes in the city by medium density city dwellers and others	Reject
170.2	John Lieswyn		Seek Amendment	That provision point 7.2.1.6 ii. be amended by including that convenient cycle parking encompasses being provided indoors and excludes the provision of hanging bike racks.	Reject
170.4	John Lieswyn		Seek Amendment	Amend provision point 7.5.2 to be more descriptive to ensure that cycle parking is actually safe, weather protected and convenient. Additionally, spacing and other design criteria from the Cycle parking planning and design guide produced by Waka Kotahi should be referred too.	Accept
367.6	John Bennett		Seek Amendment	Introduce the requirement to provide secure storage and parking on site for e-transport (bicycles, cars, scooters etc) and the charging of them	Accept in part
Further submission					
	Christchurch Civic Trust	FS2037.467	Support		Accept in part
72.4; 72.5	Rosemary Neave		Seek Amendment	Update regulations to support Council's commitment to mode shift in regard to carbon budgets, and actively encouraging people to cycle by ensuring developments cater in a meaningful and useful way.	Accept
Further submission					
	Christchurch Civic Trust	FS2037.150	Support		Accept
219.1	George Booty		Seek Amendment	That bike parking be required to be enclosed and weatherproof, and lockable to prevent theft.	Accept

312.2	Joyce Fraser		Support	[Retain] cycle storage as a design requirement for new developments	Accept
	Further submission				
	Halswell Hornby Riccarton Community Boards	FS2027.25	Support		Accept
	Christchurch Civic Trust	FS2037.416	Support		Accept
	Kāinga Ora	FS2082.263	Oppose		Reject
362.11	Cynthia Roberts		Seek Amendment	That developers must also provide suitable secure storage for electric bikes	Accept
325.1	Michael Galambos		Seek Amendment	[Require] 2 - High-Density Residential Zones be required to provide a lock-up for each unit sufficiently sized to store one e-bike per room. Lock-ups shall have a power supply	Accept in part
	Further submissions				
	Christchurch Civic Trust	FS2037.424	Support		Reject in part
	Kāinga Ora	FS2082.275	Oppose		Accept
80.1	Meg Christie		Seek Amendment	That Appendix 7.5.2 Cycle parking facilities will be amended by requiring future housing developments to provide easy to use, practical and secure cycle parking. This requires the cycle parking to: have sufficient space for multiple bikes and/or larger bikes to be locked up, including electric bikes; be provided indoors and secure; be located on the ground level with no steps; and, exclude the provision of hanging bike racks.	Accept in part
676.3	Jack Gibbons		Seek Amendment	Require secured bicycle parking areas and specify racks that are able to be used by all people and bicycles	Accept
762.41	New Zealand Institute of Architects Canterbury Branch		Seek Amendment	[Seeks that] adequate secure storage needs to provided / be allowed for in all housing units / developments.	Accept
	Further submissions				
	Christchurch Civic Trust	FS2037.806	Support		Accept
	Kāinga Ora	FS2082.566	Oppose		Reject
814.72	Carter Group Limited		Oppose	Oppose Table 7.5.2.1. Seek that it is deleted.	Reject
	Further submission				
	Kāinga Ora	FS2082.902	Support in part	("Kāinga Ora supports those submission points which are consistent with the specific relief or outcomes sought in the Kāinga Ora primary submission")	Reject
823.65	The Catholic Diocese of Christchurch		Oppose	Table 7.5.2.1 - Minimum numbers of cycle parks required - Delete the proposed provisions to the Transport Chapter in their entirety.	Reject
	Further submissions				

	Christchurch Civic Trust	FS2037.1297	Oppose		Accept
	Carter Group Limited	FS2045.238	Support		Reject

Issue 2 – Application of carbon emission and climate change responses outlined in the NPS-UD					
Submission No	Submitter	Further submission No	Position	Decision Requested	Recommendation
705.12	Foodstuffs		Seek Amendment	Delete, or amend to: a.xi Incorporate encourage measures to reduce greenhouse gas emissions from vehicular trips associated with the activity.	Reject
	Further submissions				
	Ryman Healthcare Limited	FS2063.80	Support		Reject
	Retirement Village Association of New Zealand Incorporated	FS2064.77	Support		Reject
705.13	Foodstuffs		Seek Amendment	Delete, or amend High trip generators a.vii. Greenhouse gas emissions: Whether measures are proposed to be implemented to encourage reduction of the greenhouse gas emissions from vehicle use associated with the activity, and the ability for any measures to reduce greenhouse gas emissions to be implemented and maintained over the lifetime of the activity.	Reject
	Further submissions				
	Ryman Healthcare Limited	FS2063.81	Support		Reject

	Retirement Village Association of New Zealand Incorporated	FS2064.78	Support		Reject
705.14	Foodstuffs		Seek Amendment	Regarding advice note - Delete words "yes" from columns relating to activities that are otherwise permitted in the Zone's Activity Status Table.	Accept
805.33	Waka Kotahi (NZ Transport Agency)		Seek Amendment	Amend the policy as follows: xi. incorporate measures to promote opportunities for safe and efficient travel other than by private reduce greenhouse gas emissions from vehicle trips associated with the activity	Accept
	Further submissions				
	Ryman Healthcare Limited	FS2063.106	Support		Accept
	Retirement Village Association of New Zealand Incorporated	FS2064.102	Support		Accept
814.63	Carter Group Limited		Oppose	Oppose 7.2.1.2(xi). Seek that this is deleted.	Reject
	Further submissions				
	Ryman Healthcare Limited	FS2063.122	Oppose		Accept
	Retirement Village Association of New Zealand Incorporated	FS2064.117	Oppose		Accept
	Kāinga Ora	FS2082.893	Oppose		Accept
814.69	Carter Group Limited		Oppose	Oppose Rule 7.4.4.18(a)(v ii) and advice note vii in Table 1. Seek that these be deleted.	Reject
	Further submission				
	Kāinga Ora	FS2082.899	Oppose		Reject
823.56	Catholic Diocese of Christchurch		Oppose	Delete the proposed provisions to the Transport Chapter in their entirety.	Reject
	Further submissions				
	Christchurch Civic Trust	FS2037.1288	Oppose		Accept
	Carter Group Limited	FS2045.229	Support		Reject
	Kāinga Ora	FS2082.1124	Oppose in part	("Kāinga Ora opposes those submission points which are inconsistent with relief or outcomes sought in the Kāinga Ora primary submission")	Accept
823.62	Catholic Diocese of Christchurch		Oppose	[Oppose] Rule 7.4.4.18(a)(vii) and advice note vii in Table 1. Delete the proposed provisions to the Transport Chapter in their entirety	Reject
	Further submissions				
	Christchurch Civic Trust	FS2037.1294	Oppose		Accept
	Carter Group Limited	FS2045.235	Support		Reject

	Kāinga Ora	FS2082.1130	Oppose in part	("Kāinga Ora opposes those submission points which are inconsistent with relief or outcomes sought in the Kāinga Ora primary submission")	Accept
625.5	Pamela-Jayne Cooper		Oppose	Oppose car centric objective.	Accept
	Further submission				
	Christchurch Civic Trust	FS2037.1205	Support		Accept
689.11	Environment Canterbury / Canterbury Regional Council		Support	[Retain Policy as notified]	Accept in part
	Further submission				
	Christchurch Civic Trust	FS2037.1033	Support		Accept in part

Issue 3 – Pedestrian access in relation to minimum requirements for private ways and vehicle access <i>(Within body of s.42A report, however missing from Appendix A – Summary of Submissions)</i>					
Submission No	Submitter	Further submission No	Position	Decision Requested	Recommendation
814.64	Carter Group Limited		Oppose	Oppose Policy 7.2.1.9. Seek that it is deleted.	Reject
	Further submission				
	Kāinga Ora	FS2082.894	Support in part	("Kāinga Ora supports those submission points which are consistent with the specific relief or outcomes sought in the Kāinga Ora primary submission.")	Reject
814.65	Carter Group Limited		Oppose	Oppose 7.4.3.7(b). Seek that it is deleted.	Reject
	Further submission				
	Kāinga Ora	FS2082.895	Support in part	("Kāinga Ora supports those submission points which are consistent with the specific relief or outcomes sought in the Kāinga Ora primary submission.")	Reject
814.66	Carter Group Limited		Oppose	Oppose 7.4.3.7(d). Seek that it is deleted.	Reject
	Further submission				
	Kāinga Ora	FS2082.896	Support in part	("Kāinga Ora supports those submission points which are consistent with the specific relief or outcomes sought in the Kāinga Ora primary submission.")	Reject
814.70	Carter Group Limited		Oppose	Oppose 7.4.4.27. Seek that it is deleted.	Reject

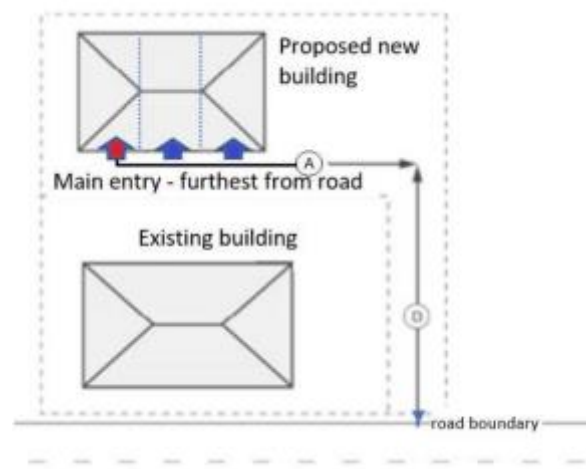
	Further submission				
	Kāinga Ora	FS2082.900	Support in part	("Kāinga Ora supports those submission points which are consistent with the specific relief or outcomes sought in the Kāinga Ora primary submission.")	Reject
814.74	Carter Group Limited		Oppose	Oppose 7.5.7. Seek that it is deleted.	Reject
	Further submission				
	Kāinga Ora	FS2082.904	Support in part	("Kāinga Ora supports those submission points which are consistent with the specific relief or outcomes sought in the Kāinga Ora primary submission.")	Reject
823.57	The Catholic Diocese of Christchurch		Oppose	[With regards to Policy 7.2.1.9] Delete the proposed provisions to the Transport Chapter in their entirety	Reject
	Further submissions				
	Christchurch Civic Trust	FS2037.1289	Oppose		Accept
	Carter Group Limited	FS2045.230	Support		Reject
	Kāinga Ora	FS2082.1125	Oppose in part	("Kāinga Ora opposes those submission points which are inconsistent with relief or outcomes sought in the Kāinga Ora primary submission.")	Accept
823.58	The Catholic Diocese of Christchurch		Oppose	Rule 7.4.3.7(b). Delete the proposed provisions to the Transport Chapter in their entirety	Reject
	Further submissions				
	Christchurch Civic Trust	FS2037.1290	Oppose		Accept
	Carter Group Limited	FS2045.231	Support		Reject
	Kāinga Ora	FS2082.1126	Oppose in part	("Kāinga Ora opposes those submission points which are inconsistent with relief or outcomes sought in the Kāinga Ora primary submission.")	Accept
823.59	The Catholic Diocese of Christchurch		Oppose	Rule 7.4.3.7(d). Delete the proposed provisions to the Transport Chapter in their entirety	Reject
	Further submissions				
	Christchurch Civic Trust	FS2037.1291	Oppose		Accept
	Carter Group Limited	FS2045.232	Support		Reject
	Kāinga Ora	FS2082.1127	Oppose in part	("Kāinga Ora opposes those submission points which are inconsistent with relief or outcomes sought in the Kāinga Ora primary submission.")	Accept
823.63	The Catholic Diocese of Christchurch		Oppose	[With regards to Table 7.4.4.27] Delete the proposed provisions to the Transport Chapter in their entirety	Reject
	Further submissions				
	Christchurch Civic Trust	FS2037.1295	Oppose		Accept
	Carter Group Limited	FS2045.236	Support		Reject

	Kāinga Ora	FS2082.1131	Oppose in part	("Kāinga Ora opposes those submission points which are inconsistent with relief or outcomes sought in the Kāinga Ora primary submission.")	Accept
823.67	The Catholic Diocese of Christchurch		Oppose	[With regards to Table 7.5.7.1] Delete the proposed provisions to the Transport Chapter in their entirety	Reject
	Further submissions				
	Christchurch Civic Trust	FS2037.1299	Oppose		Accept
	Carter Group Limited	FS2045.240	Support		Reject
	Kāinga Ora	FS2082.1135	Oppose in part	("Kāinga Ora opposes those submission points which are inconsistent with relief or outcomes sought in the Kāinga Ora primary submission.")	Accept
805.34	Waka Kotahi		Support	[S]upports the matters of discretion [and seeks to] [r]etain as notified	Accept in part
720.5	Mitchell Coll		Seek Amendment	Amend Table 7.5.7.1(a) [Minimum requirements for private ways and vehicle access] back to 3m for minimum legal width and 2.7m for minimum formed width	Reject
30.13	Doug Latam		Seek Amendment	Amend Appendix 7.5.7 Access design, by reverting back to current provisions with regard to driveway width of residential properties with one to three units	Reject
762.15	New Zealand Institute of Architects Canterbury Branch		Seek Amendment	[In relation to Table 7.5.7.1] That the increase in minimum driveway widths from 2.7 to 3m, and other minimum formed widths will be reviewed based upon the scale of the development, where carparking is ideally situated on site, and consideration for pedestrian and vegetation corridors throughout a site and the clause in question to be amended	Reject
	Further submissions				
	Christchurch Civic Trust	FS2037.780	Support		Reject
	Kāinga Ora	FS2082.555	Oppose		Accept
89.2	Andrew Evans		Seek Amendment	Amend Appendix 7.5.7 table 7.5.7.1 Minimum requirements for private ways and vehicle access to retain the operative district plan provisions	Reject
89.25	Andrew Evans		Seek Amendment	Amend Appendix 7.5.7 Table 7.5.7.1 to replace the wording 'for residential activities , the number of residential units' to ' for residential activities, the number of residential units or parking spaces whichever is less '.	Reject
684.2	Wayne Bond		Oppose	[That] the proposed changes [to Table 7.5.7.1 Minimum requirements for private ways and vehicle access] be deleted and the exist[ing] minimums be retained	Reject
685.27	Canterbury / Westland Branch of Architectural Designers NZ		Oppose	[Retain existing minimum widths in Table 7.5.7.1 Minimum requirements for private ways and vehicle access]	Reject
	Further submissions				
	Christchurch Civic Trust	FS2037.1131	Support		Reject

	Kāinga Ora	FS2082.371	Oppose		Accept
806.10	Te Tahuhu o te Mataranga (Ministry of Education)		Support	Support Policy 7.2.1.9 as notified	Accept

Issue 4 - Fire safety and emergency standards in relation to access					
Submission No	Submitter	Further submission No	Position	Decision Requested	Recommendation
842.13	Fire and Emergency New Zealand (FENZ)		Seek Amendment	Amend as follows: 7.2.1.9 Policy – Pedestrian Access a. Pedestrian access is designed to: i. Be sufficient width and grade that the pedestrian access meets the access requirements of all users, including persons with a disability of with limited mobility and emergency services. ii. ...	Accept
842.14	Fire and Emergency New Zealand (FENZ)		Seek Amendment	Amend as follows: 7.4.4.27 Pedestrian Access a. The following are matters of discretion for Rule 7.4.3.7 b: i. whether the pedestrian access is suitable for use by persons with a disability or with limited mobility; ii. whether any alternative pedestrian access is provided and the formation and safety of that alternative;	Accept

				<p>iii. the effects on the safety and security of people using the pedestrian access and those occupying residential units on the site; and</p> <p>iv. the functionality of the pedestrian access to meet the needs of occupants including but not limited to the transportation of rubbish and recycling for collection and the ability for cyclists to safely access any private and shared cycle storage areas, and</p> <p>v. whether the pedestrian access is suitable for use by emergency services</p>	
842.15	Fire and Emergency New Zealand (FENZ)		Seek Amendment	<p>Amend as follows:</p> <p>Appendix 7.5.7 Access design and gradient ...</p> <p>c. For developments of three or more residential units, each unit shall be accessed by either a combined vehicle-pedestrian access or a dedicated pedestrian access that is:</p> <p>(i) a minimum <u>formed width</u> of 3 metres <u>in width on a straight accessway, with a formed pathway of at least 1.5m</u>; or,</p> <p>(ii) <u>6.2m on a curved or cornered accessway</u>; and,</p> <p>(iii) each access shall be from the street to the front door of the unit and any garage or parking space for that unit.</p> <p>...</p> <p>h. For the purposes of access for firefighting, where a building is either:</p> <p>i. located in an area where no fully reticulated water supply system is available; or</p> <p>ii. located further than 75 metres from the nearest road that has a fully reticulated water supply system including hydrants (as required by NZS 4509:2008). <u>75 metres is measured from the road boundary via an existing or proposed property access, to the main entry furthest from the road (Figure 7A); or</u></p> <p>(iii) <u>located in the Residential Hills Precinct and is a residential unit on a rear site,</u></p> <p>vehicle access shall have must be a minimum formed width of 3.5-4 metres for its <u>entire length</u> and a height clearance of 4 metres. Such vehicle access shall be designed and maintained to be free of obstacles that could hinder access for emergency service vehicles.</p> <p>... n. The maximum gradient at any point on a vehicle access shall be in accordance with Table 7.5.7.2, except a maximum gradient of 1 in 5 (minimum 4.0 metres long transition ramps for a change of grade 1 in 8 or greater) shall apply for accesses that are identified in (g and h). For curved accesses, the maximum gradient shall be measured on the inside of a curved vehicle access.</p>	Accept in part
842.16	Fire and Emergency New Zealand (FENZ)		Seek Amendment	<p><i>[Insert Figure 7A]</i></p> <p><u>A+B Less than or equal to 75m</u></p>	Accept in part



Further submissions

Ryman Healthcare Limited	FS2063.163	Oppose		Reject
Retirement Village Association of New Zealand Incorporated	FS2064.156	Oppose		Reject
Kāinga Ora	FS2082.762	Oppose		Reject

842.17	Fire and Emergency New Zealand (FENZ)	Seek Amendment	Amend as follows: Table 7.5.7.1 – Minimum requirement for private ways and vehicle access:	Accept in part
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	Activity	Minimum formed width (metres)	Central City height clearance (metres)
a.	Residential activity and offices	3.0	3.5 4.0
b.	Residential activity and offices	3.0	4.0

Advice note: For any buildings that are greater than 75m from the road, Appendix 7.5.7 Access, gradient and design clause h is applicable.

Further submission

	Kāinga Ora	FS2082.763	Oppose		Accept in part
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Issue 5 – Vehicle crossing provisions					
Submission No	Submitter	Further submission No	Position	Decision Requested	Recommendation
814.67	Carter Group Limited		Oppose	Oppose 7.4.3.8. Seek that it is deleted.	Reject
	Further submission				
	Kāinga Ora	FS2082.897	Support in part	("Kāinga Ora supports those submission points which are consistent with the specific relief or outcomes sought in the Kāinga Ora primary submission.")	Reject
814.68	Carter Group Limited		Oppose	Oppose 7.4.3.13. Seek that it is deleted.	Reject
	Further submission				

	Kāinga Ora	FS2082.898	Support in part	("Kāinga Ora supports those submission points which are consistent with the specific relief or outcomes sought in the Kāinga Ora primary submission.")	Reject
814.71	Carter Group Limited		Oppose	Oppose 7.4.4.28. Seek that it is deleted.	Reject
	Further submission				
	Kāinga Ora	FS2082.901	Support in part	("Kāinga Ora supports those submission points which are consistent with the specific relief or outcomes sought in the Kāinga Ora primary submission.")	Reject
823.60	The Catholic Diocese of Christchurch		Oppose	[In reference to 7.4.3.13] Delete the proposed provisions to the Transport Chapter in their entirety	Reject
	Further submissions				
	Christchurch Civic Trust	FS2037.1292	Oppose		Accept
	Carter Group Limited	FS2045.233	Support		Reject
	Kāinga Ora	FS2082.1128	Oppose in part	("Kāinga Ora opposes those submission points which are inconsistent with relief or outcomes sought in the Kāinga Ora primary submission.")	Accept
823.61	The Catholic Diocese of Christchurch			[In reference to 7.4.4.12] Delete the proposed provisions to the Transport Chapter in their entirety	Reject
	Further submissions				
	Christchurch Civic Trust	FS2037.1293	Oppose		Accept
	Carter Group Limited	FS2045.234	Support		Reject
	Kāinga Ora	FS2082.1129	Oppose in part	("Kāinga Ora opposes those submission points which are inconsistent with relief or outcomes sought in the Kāinga Ora primary submission.")	Accept
823.64	The Catholic Diocese of Christchurch		Oppose	[In reference to 7.4.4.28] Delete the proposed provisions to the Transport Chapter in their entirety.	Reject
	Further submissions				
	Christchurch Civic Trust	FS2037.1296	Oppose		Accept
	Carter Group Limited	FS2045.237	Support		Reject
	Kāinga Ora	FS2082.1132	Oppose in part	("Kāinga Ora opposes those submission points which are inconsistent with relief or outcomes sought in the Kāinga Ora primary submission.")	Accept

Submission No	Submitter	Further submission No	Position	Decision Requested	Recommendation
814.73	Carter Group Limited		Oppose	Oppose Table 7.5.3.1. Seek that it is deleted	Reject
	Further submission				
	Kāinga Ora	FS2082.903	Oppose		Accept
823.66	The Catholic Diocese of Christchurch		Oppose	Table 7.5.3.1 – Minimum numbers of loading spaces required. Delete the proposed provisions to the Transport Chapter in their entirety	Reject
	Further submissions				
	Christchurch Civic Trust	FS2037.1298	Oppose		Accept
	Carter Group Limited	FS2045.239	Support		Reject
	Kāinga Ora	FS2082.1134	Oppose in part	("Kāinga Ora opposes those submission points which are inconsistent with relief or outcomes sought in the Kāinga Ora primary submission.")	Accept
205.3	Addington Neighbourhood Association		Support	Subdivisions should have at least one compulsory car park on each development for deliveries, tradesmen, and emergency services	Reject
	Further submission				
	Kāinga Ora	FS2082.150	Oppose		Accept
237.43	Marjorie Manthei		Seek Amendment	Add a rule requiring at least one service bay for multi-unit developments of three or more units	Reject
288.4	Waipapa Papanui-Innes-Central Community Board		Seek Amendment	The Board recognises that onsite parking is not a provision for residential development, however the Board wants to have compulsory provision introduced for loading bays and mobility parking. The Board believes there is a need to review options whereby residents could request resident-only parking through a permit system	Reject
	Further submissions				
	Wynn Williams	FS2042.37	Oppose		Accept
	Kāinga Ora	FS2082.233	Oppose		Accept

Issue 7 – Other transport matters					
Submission No	Submitter	Further submission No	Position	Decision Requested	Recommendation
472.2	John Glennie		Seek Amendment	That the impact of increased traffic on a shared long driveway be added to the list of Qualifying Matters and that the owners of existing houses on the driveway be able to object to the effects.	Reject
170.3	John Lieswyn		Oppose	Remove 7.4.4.3 a. v. from the District Plan	Reject
1009.3	Richard Abey-Nesbit		Support	[S]upports limitation of heritage areas to promote better public transport options.	Accept
288.5	Waipapa Papanui-Innes-Central Community Board		Seek Amendment	The Board recommends a residents parking permit system for high density residential development areas.	Reject
	Further submissions				
	Christchurch Civic Trust	FS2037.405	Support		Reject
	Wynn Williams	FS2042.38	Oppose		Accept
	Kāinga Ora	FS2082.234 FS2099.3	Oppose Support		Accept Reject
276.32	Steve Burns		Seek Amendment	That provisions are made for widening main transport routes to enable access.	Reject
625.3	Pamela-Jayne Cooper		Seek Amendment	Amend Objective 7.2.1 (a)(i) and (ii) as they are too vague.	Reject
	Further submission				
	Christchurch Civic Trust	FS2037.1203	Support		Reject
793.2	Fiona Bennetts		Seek Amendment	[That buildings are required] to provide secure facilities to store micro-mobility devices	Accept in part
	Further submission				
	Christchurch Civic Trust	FS2037.733	Support		Accept in part
425.10	Tom King		Seek Amendment	Consideration needs to be given and requirements increased for developers, as to the impact that high density housing and increased height will have on [...] road congestion	Reject
673.1	Anne Ott		Seek Amendment	Add a new qualifying matter "traffic impact" - to enable assessment of additional traffic and cars parking on roads due to new developments around the small feeder streets (Cox St, Stirling St, Akela St, Office Rd (especially by the Mall), Rugby St (especially off Papanui Rd), Winchester St (by St Margarets), Andover St, Tonbridge St, Rastrick St, Shrewsbury St and Merivale Lane) in Merivale.	Reject

Further submission					
	Kāinga Ora	FS2082.340	Oppose		Accept
674.10	David Ott		Seek Amendment	Add a new qualifying matter "traffic impact" - to enable assessment of additional traffic and cars parking on roads due to new developments around the small feeder streets (Cox St, Stirling St, Akela St, Office Rd (especially by the Mall), Rugby St (especially off Papanui Rd), Winchester St (by St Margarets), Andover St, Tonbridge St, Rastrick St, Shrewsbury St and Merivale Lane) in Merivale.	Reject
288.4	Waipapa Papanui-Innes-Central Community Board		Seek Amendment	The Board recognises that onsite parking is not a provision for residential development, however the Board wants to have compulsory provision introduced for loading bays and mobility parking. The Board believes there is a need to review options whereby residents could request resident-only parking through a permit system	Accept in part
Further submissions					
	Wynn Williams	FS2042.37	Oppose		Accept in part
	Kāinga Ora	FS2082.233	Oppose		Accept in part
113.2	Sally Wihone		Seek Amendment	Provide for accessible parking spaces and wheelchair access along footpaths in residential suburban areas	Accept in part
113.3	Sally Wihone		Seek Amendment	Provide for accessible parking spaces, accesses and crossing points on public roads that accommodate older persons and wheelchairs where density is increased in residential zones and results in increased car parking on roads	Accept in part

Issue 8 – Approve the Plan Change as notified					
Submission No	Submitter	Further submission No	Position	Decision Requested	Recommendation
855.2	Lendlease Limited		Support	Retain Chapter 7 as notified	Accept in part
Issue 9 – Oppose the Plan Change as notified (Incorrectly noted in table, refer to Issue 8 above)					
Submission No	Submitter	Further submission No	Position	Decision Requested	Recommendation
855.2	Lendlease Limited			Retain Chapter 7 as notified (incorrectly noted in table)	Reject
855.2	Lendlease Limited			Retain Chapter 7 as notified (incorrectly noted in table)	Reject