

Before an Independent Hearings Panel  
appointed by Christchurch City Council

*under:* the Resource Management Act 1991

*in the matter of:* the hearing of submissions on Plan Change 14  
(Housing and Business Choice) to  
the Christchurch District Plan

**STATEMENT OF CLAIRE MULCOCK and GRANT READ**

**On behalf of**

**DEANS AVENUE PRECINCT SOCIETY INC. (#222)**

**8 November 2023**

## **INTRODUCTION**

1. My full name is Claire Margaret Mulcock. I am the Secretary for the Deans Avenue Precinct Society. I have held officer positions with the Society since 2011.
2. The Deans Avenue Precinct Society Inc. (DAPS) was set up and incorporated in 1988. We are the neighbourhood association for the area between Deans Avenue and the railway line, from Moorhouse Avenue in south to Matai Street East in the north (see map in Annex 1). We participate in decision-making for our neighbourhood, and are concerned with issues that affect the quality of life in our community, such as land use planning, crime prevention, walkways, streets and parks. We provide a regular newsletter (Annex 3) with information on committee activities, current issues, other items of local interest and organise events to bring the people of the area together. We are actively involved in our Community Board's 'Strengthening Communities' programme. Based on our newsletter deliveries, there are currently over 700 households in the area.
3. In accordance with the Incorporated Society rules, our committee is elected annually at an Annual General Meeting. All households are notified of the AGM through our newsletter distributed to letterboxes and by email. Many households in our area are rental properties, often with high turnover rates, so maintaining a comprehensive email list is not possible. Our committee has reviewed and approved this presentation and approved Grant Read and Claire Mulcock as the presenters.

## **OUR CURRENT SITUATION**

4. Annex 2 shows a typical part of our area. Note the long narrow sections, and the high proportion of sections that have been redeveloped into 2 or 3 storey blocks of 4, 5 or 6 units. The majority of these units are rental properties, often with a high turnover of occupants. It is the 'stand-alone' houses (old and new, big and small) that accommodate many of the long term residents. This mix helps achieve positive community attributes such as neighbourhood safety, and neighbourhood support.
5. We have been zoned as medium density for some time, the area has intensifying for around 20 years. Although 3 storeys are permitted, the majority of the developments to date have been 2 storey. The Saleyards site (25 Deans Ave) has a higher height overlay to 20m, but the rest of the area does not.
6. We now have a vibrant mixed neighbourhood, with:
  - a. Young adults sharing accommodation, often tenants

- b. Older residents – often long term home owners
  - c. Some families – more high school students than primary school (zoned for CBHS and CGHS)
  - d. Retirement village
7. Under the operative district plan our whole area is in the airport protection zone.
  8. In the notified version of PC14 we were to be zoned as HRZ, within 2 'precincts', both 'enabling' 4/6 storeys. The edge of the notified walking catchment from (the edge of) Riccarton centre of 600m extended to the closest edge of our area, but the whole area was outside the city centre walking catchment.
  9. The S42A reports and CCC evidence presented new options for this area to become HRZ to 22 or 28m, and the walking catchment extended to 800m, which extends into a small section of our area, if again taken from the edge of the Riccarton commercial area. (The actual distances from Riccarton Mall's closest entrance range from 820m up to 1.8km.)
  10. Perhaps more importantly, the entire area is within 1.9km of the very edge of the "city centre", and thus now deemed to lie within a special extension of the City Centre walking catchment.
  11. The constraints of the railway and Hagley Park severely limit vehicle access for residents to their properties. The entire area south of Riccarton can only be accessed via the bottleneck Deans/Moorhouse and Deans/Riccarton intersections. Both already take several cycles of the lights to traverse at some times of day, and vehicles entering from the south must often wait through several more cycles, in a very long queue of traffic backed up by the northern bottleneck. Properties on Deans Avenue itself, and on side streets with no access across the median barrier, can only be accessed from this heavily congested northbound lane. Some residents can use a circuitous route via Brockworth, but the only other options are to approach from the south (as above), or make a U turn from the southbound lane, at a street where the median is broken.

## **OUR SUBMISSION**

12. Neighbourhood groups, such as ours, are often considered to be taking a 'NIMBY' approach by opposing any changes that they feel are being unfairly imposed on them. We are very aware that we could be considered to be advocating for the status quo in our area, while supporting intensification elsewhere. However, DAPS agrees that higher density housing is appropriate in and around the central city, and that includes our area.
13. However, we were concerned that the potential adverse effects of random 'infill' high rise residential blocks amongst the predominantly 2 storey blocks of units will result in a loss of character, amenity, and safety in the area unless carefully planned. A reduction in the proportion of long-term residents to short/medium term tenants could also be expected to reduce the level of community responsibility in the neighbourhood.
14. Our concerns have been greatly exacerbated by recent proposals to create a special "compensatory" zone, pushing heights from the notified 20m to 28m across all of our area, albeit with a possibly temporary stay on changes in the area north of Riccarton Road.

## OUR RESPONSE TO RECENT (s42a) PROPOSALS

15. This document should be read in conjunction with our Presentation, and its two Appendices, laying out our main arguments in Powerpoint format. (A revised version of the combined powerpoints in pdf format is submitted with this statement.)
16. In *The Case for Phased Development* (Powerpoint Appendix 1), Dr Grant Read argues, with particular reference to the sunlight access issue, that a planned and phased process of neighbourhood development will deliver better social and economic outcomes than simply enabling random development to greater heights over the large areas. We understand the limitations imposed by the current process, but urge the panel to recommend adoption of a more appropriate process, going forward, if and when national policy directives allow it.
17. In *Potential Responses to the Airport Noise Zoning Issue* (Powerpoint Appendix 2), Dr Grant Read explains why it is not conceptually appropriate to deal with the airport noise issue by simultaneously suppressing development in an essentially arbitrary zone, while increasing allowable heights to “compensate” in adjacent areas exposed to essentially the same noise levels. He, and we, agree with the proposal that any changes in the “provisional” ANIA should now be deferred until the matter has been properly considered by ECAN. But he also argues, and we urge, that if changes within the zone are to be deferred, then so should changes in adjacent areas that have been primarily advanced as “compensation” for restrictions that might, or might not, be placed on developments within whatever ANIA might eventually be agreed upon. At the very most, interim enablement in those adjacent areas should be limited to the 22m now recommended by CCC for adoption in the absence of any ANIA expansion, but we believe that it should be limited to the 20m height originally notified.
18. Our main *Presentation to the Independent Hearings Panel on Plan Change 14*, which draws heavily on those appendices, re-iterates some key points from our original submission, but mainly responds to changes proposed in the S42A reports.
19. The key points are:
  - a We support acceptance of the proposed “sunlight qualifying matter”, as a measure to limit reductions in sunlight access for neighbours of new developments, but note that the exemptions allowed for 14m buildings on the front 60%/20m of sites will greatly limit its effectiveness in our area, where recent 2-3 storey developments are already close to the street.
  - b In our area, the ‘old saleyards’ block (Mayfair Street to Lester Lane) could certainly be developed as **planned** high rise, and therefore be zoned (maybe to 28m) for this.
  - c Until the ANIA changes have been resolved by ECAN, the **status quo** should be retained for the remaining DAPS area, south of Riccarton Road, just as is now being proposed for the area north of Riccarton Road. That would allow for all the issues affecting our area to be considered together, hopefully in a planning environment that

allows consideration of more holistic and graduated solutions than has proved possible under the constraints of the current process.

- d Noting the severity of access issues South of Riccarton road, we particularly believe that a transportation plan for the entire area, both for any RMT system and workable vehicular access, needs to be thoroughly worked through.
- e If the status quo is not retained, even on an interim basis, for any part of our area, its interim designation should be:
  - i. **MRZ** (as in our original submission)
  - ii. But if **HRZ**, then limited to 20m (as notified)



Claire Mulcock



E Grant Read

8 November 2023



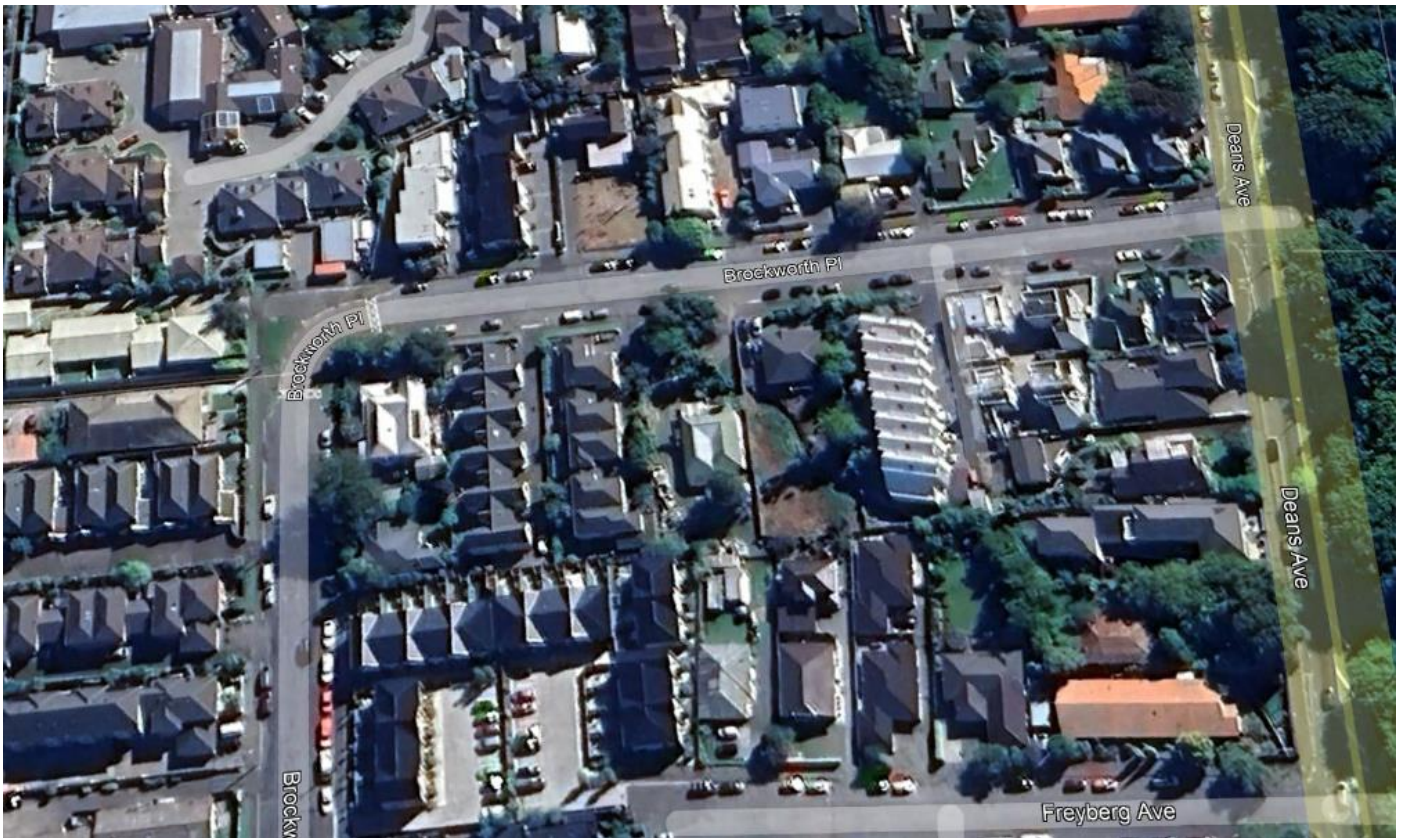
Northern bottleneck

“Saleyards” Block

Southern bottleneck



Annex 2 Typical DAPS area





## Advice from Neighbourhood Support

### Emergency Preparedness

Storing water for drinking and cooking is one of the most important things to do. It's recommended that you have 3 litres/day for each person for 3 days. Also have some stored food, torches and some means of cooking. Think about a gas cooker, water-bottles, canned/dried food, batteries, BBQ .....

### How to Check if a Car is Stolen

Have you noticed a car in your street, that hasn't moved for a few weeks? You can check if it has been reported stolen here:  
<https://www.police.govt.nz/can-you-help-us/stolen-vehicles>

### Car break-ins

Across the city there are many car break-ins every day. Some vehicles are taken for joy riding, but theft is also common, so don't leave your possessions in your car. If your car is broken into, then report this with photos, to the Police on-line 105 reporting website. Police may not visit but they do form a picture of what is happening in an area. More reported break-ins can mean more patrolling. If someone is caught in the act on another vehicle, your missing items may be recovered.

Steering locks and car alarms are recommended. If possible, park your car under a streetlight or under a security light, as this may help deter a thief.

Deans Avenue Precinct Society Inc. (DAPS) is a neighbourhood association. We participate in decision-making for our neighbourhood, and are concerned with issues that affect the quality of life in our community, such as land use, crime prevention walkways, streets and parks.

### Do get in touch!

#### Chair

Tony McPherson P 027 4587 812 E [tonymcpherson750@gmail.com](mailto:tonymcpherson750@gmail.com)

#### Secretary

Claire Mulcock P 027 4415 605 E [deansaveprecinctsoc@gmail.com](mailto:deansaveprecinctsoc@gmail.com)

To join, please email your name, address & phone number to:

[DeansAvePrecinctSoc@gmail.com](mailto:DeansAvePrecinctSoc@gmail.com). Our subscription is \$10 per household per year, which can be paid to our bank account: 03 0823 0367719 00

Annex 3 A recent newsletter



## Deans Avenue Precinct Society Community Newsletter September 2023

### Save This Date!

### Neighbourhood Barbecue

**When:** 12:00 – 1:30 pm on Sunday 26 November 2023

**Where:** Nancy's Woodland BBQ in South Hagley Park  
(opposite Freyberg Avenue)

**Come along! Bring a friend! Bring a neighbour**





## Hospital Shuttle Carpark

At our 2023 AGM, questions were asked about the arrangements for the carpark used by the hospital shuttle at the old Saleyards site in Deans Avenue, as there are concerns that this may become a permanent, not temporary, use.

The arrangements between the consent holder for the carpark (Canterbury District Health Board) and the land owner (Neowell Investments Ltd) are not public information, but we have been able to get a copy of the resource consent for the carpark which makes it clear that that the permission is only for 5 years from June 2020.

The CCC consent decision document noted that:

“ This is a finely balanced decision to grant resource consent due to the anticipated outcomes for this site. However, the approval is for a five year temporary period and the site is well separated that it is unlikely to have any adverse impact on the residential area to the north.

The site is also being improved and is addressing appropriate issues such as visual amenity and safety. Further, the car park will serve the hospital which has an immediate short term need for car parking. On this basis I accept the recommendation and agree resource consent can be granted.”

If you would like to see the consent documents, please get in touch.



**Riccarton Community Hub**  
[www.riccarton.org.nz](http://www.riccarton.org.nz)

 [On Facebook: Riccarton Neighbourhood Updates](#)

## Local Roothing Projects - Update

Many thanks to those people who contacted DAPS after the last newsletter article to let us know of your concerns and ideas about the planned works, especially the new Deans Avenue crossing.

We have been advised that there will be a formal public consultation process in October/November 2023, when we will have an opportunity to learn more about what is proposed. Everyone will be able to have an input.

## Residential Intensification Rules - Update

The Independent Hearings Panel (IHP) appointed by Christchurch City Council to hear submissions and make recommendations has set out its timetable, with hearings running from October to February and its report due by end April 2024. At this stage it looks as though DAPS and other submitters from our area will be asked to present to the Panel during November 2023.

CCC staff have now released their report (under S42A of the RMA), where they review all the requests made in the submission process and recommend alterations to the proposed plan changes because of issues raised by submitters. The Panel will consider these alterations as part of the hearing process.

Of concern to DAPS area is that Christchurch International Airport Ltd (CIAL) has requested an extended area under its flight path remain at the existing density rules and, as a consequence, CCC has recommended that other areas, including DAPS area, be permitted for higher residential buildings (e.g. 8 or 9 storeys). This is a “trade-off” for reducing the proposed intensification in other areas. There is no opportunity for new submissions on this, but if you have already submitted, and have asked to be heard, you will be able to give your views to the Panel.

There is a huge amount of information to work through in the CCC reports. You can see them here: <https://chch2023.ihp.govt.nz/hearings/> under “Christchurch City Council Evidence”.

DAPS will be presenting to the Panel, and we will keep you informed as the process progresses.

## Do You Know about the Community Fridge Library?

In the Clarence Reserve at 172 Clarence Street, opposite the Westfield carpark, there's a fridge library with a good selection of books for adults and children. Have a look and help yourself to a free book, or donate yours to help others. Fiction and non-fiction books available.