

# Plan Changes 13 & 14

## List of Withdrawn Submission Points

24 July 2023

Note: These points have been either replaced or deleted on the basis that the points were incorrectly summarised by Council.

Submitter Number	Submitter Name	Point Number	Category	Point Details
26	Rosemary Fraser	26.10	Specific Purpose Zones > Specific Purpose (Hospital) Zone > Rules - Specific Purpose (Hospital) Zone > Built form standards > Larger inner urban sites - St Georges Hospital, Southern Cross	Opposes change to height limits and having buildings 90m tall. Make sure that wind and winter conditions are taken into consideration when considering building height controls. Wind tunnels occur between taller buildings as happens on Colombo Street between the library and Te Pai. As Christchurch experiences strong winds and is flat, it could create dangerous situations if there are tall buildings on both side of street. Even with appropriate foundations they would still sway terrifying people on the higher floors. Also, the taller the building the more difficult it would be to escape if there was a fire. Also, with increased shading, there is likely to be for ice on paths for longer in winter.
26	Rosemary Fraser	26.11	Specific Purpose Zones > Specific Purpose (Hospital) Zone > Rules - Specific Purpose (Hospital) Zone > Built form standards > Smaller inner urban sites – Nurse Maude Hospital, Nurse Maude-Mansfield, Wesley Care, former Pegasus Health 24 hr, former Christchurch Women’s Hospital and Montreal House.	Opposes change to height limits and having buildings 90m tall. Make sure that wind and winter conditions are taken into consideration when considering building height controls. Wind tunnels occur between taller buildings as happens on Colombo Street between the library and Te Pai. As Christchurch experiences strong winds and is flat, it could create dangerous situations if there are tall buildings on both side of street. Even with appropriate foundations they would still sway terrifying people on the higher floors. Also, the taller the building the more difficult it would be to escape if there was a fire. Also, with increased shading, there is likely to be for ice on paths for longer in winter.
26	Rosemary Fraser	26.12	Specific Purpose Zones > Specific Purpose (School) Zone > Rules - Specific Purpose (School) Zone > Built form standards > Maximum building height	Opposes change to height limits and having buildings 90m tall. Make sure that wind and winter conditions are taken into consideration when considering building height controls. Wind tunnels occur between taller buildings as happens on Colombo Street between the library and Te Pai. As Christchurch experiences strong winds and is flat, it could create dangerous situations if there are tall buildings on both side of street. Even with appropriate foundations they would still sway terrifying people on the higher floors. Also, the taller the building the more difficult it would be to escape if there was a fire. Also, with increased shading, there is likely to be for ice on paths for longer in winter.

236	Susan Barrett	236.5	Planning Maps > Any other zones	<p>That rather than wholesale non-consented High Density Residential Zone developments in Christchurch's existing suburbs, it would be preferable, more cost-effective, and quicker to apply these principles to forward-thinking, well-planned green field developments (with the right transport links) I believe the negative social and environmental costs of the high-density residential zones (HDRZ) proposed under PC14 outweigh the government's hoped for benefits and would lessen the quality of life of Christchurch's residents, if PC14 is adopted as a blanket policy for housing development in our suburbs.</p> <p>PC14 states - 'We propose concentrating this zone [HDRZ] around our larger commercial centres, including the central city'. But, Christchurch's suburbs are not 'large commercial centres' - they are suburban communities. To intensify housing in our existing suburbs on a blanket basis without the safeguard of individual, notified building consents raises the following problems:</p> <ol style="list-style-type: none"> <li>1. Loss of green space and beneficial flora and fauna Our bee population has declined due to increased in-fill housing and Christchurch already has less green space than other large NZ cities. This affects the Christchurch City Council's and New Zealand's macro goals of reducing our carbon footprint. Green spaces are vital in lessening the effects of flooding, erosion, and temperature fluctuations which are becoming more frequent with climate change and extreme weather events. [A planning tool for Auckland Council estimates paving and building over 60% of a site (rather than 20%) can increase the rain runoff by 20 times (Eloise Gibson and Kate Newton, Mar 16 2023)]. Can Christchurch's current stormwater system cope with this given CP14 allows for "Cover up to 50 per cent of the site, with the option of 60 per cent site coverage when specific conditions are met"?</li> </ol> <p>On the micro level high-density housing means children grow up without outdoor space to exercise and play safely in and families can't grow vegetables and fruit to alleviate economic hardship. Stress and people's mental health are also adversely affected by a lack of green space in cities.</p> <p>There is well-documented evidence of the health risks of building too close to roads due to air and noise pollution from traffic – the HDRZ proposal [Housing to be set back 1.5 metres from front boundaries] does not go far enough with its obligations on developers to provide landscaping and a buffer of green space when they build. Paying a financial contribution to the Council to avoid planting obligations is no solution at all – what use is some extra money in the council's pocket to those in HD zones with no trees?</p> <ol style="list-style-type: none"> <li>2. New housing needs to be high-quality, sustainable and affordable housing not just plentiful housing. PC14 should set minimum standards for example for new builds to have solar panels so that purchasers and renters can afford to pay for their electricity. It should also require developers to provide a percentage of social housing (or genuinely affordable housing) in any development over a certain size. Building more houses will not solve the housing crisis in Christchurch if people can't afford to buy or live in them.</li> <li>3. The transport infrastructure needs to be fixed first. PC14 assumes a level of public transport infrastructure that Christchurch does not have. It assumes a behavioural pattern of workers living in small apartment-style dwellings in satellite urban centres and commuting to work by public transport. The reality is that people in Christchurch get in their cars. Where are all these cars going to be when people come home to their HDRZ?</li> <li>4. Local communities should not be shaped by the commercial interests of retail complexes. For example, The Palms or Eastgate are small retail complexes by international standards and they do not justify zoning these suburbs as "large commercial centres". It would be a mistake to base HDRZs around suburban malls like this that are constantly struggling to get tenants and can come and go depending on whether business interests consider them to be profitable or not. It is my submission that rather than wholesale non-consented HDRZ developments in Christchurch's existing suburbs, it would be preferable, more cost-effective, and quicker to apply these principles to forward-thinking, well-planned green field developments (with the right transport links) – for example Prestons Park could have been high-rise. In this way developers could be held responsible for the costs of infrastructure, transport, and green initiatives and we would have more housing sooner without such a heavy financial burden falling on the Council and without destroying our existing suburban communities.</li> </ol>
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325	Michael Galambos	325.2	Residential > Rules - High Density Residential Zone > Built form standards	<p>[R]equire: 1 - High-Density Residential Zones be required to provide a minimum of one off-street parking space for each unit. These parking spaces should be allocated to a unit and have conduit from the switchboard to the parking space to permit future provision of an EV charger. To permit parking, charging of EVs, storage and pursuit of hobbies I believe the proposed plan change should require: 1 - High-Density Residential Zones be required to provide a minimum of one off-street parking space for each unit. These parking spaces should be allocated to a unit and have conduit from the switchboard to the parking space to permit future provision of an EV charger. 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. 3 - Medium-Density Residential Zones be required to provide a single garage for 50% of units. 4 - Medium-Density Residential Zones be required to provide a double garage for 25% of units.</p> <p>I support the proposed plan change 14. New Zealand is currently experiencing a housing affordability and cost of living crisis. This plan change will facilitate the development of land and provision of additional housing. This aligns with Council's community outcome of "Sufficient supply of, and access to, a range of housing" as stated in the 2021 Long Term Plan. While the plan change aligns with the supply and access to housing I am concerned that we will not get a range of housing. Looking at recent developments in and around the central city, many either 1 - have no provision for off-street parking 2 - have a central car park that is off-street but outdoor with no electrical provision 3 - have a small single garage Unlike large foreign cities Christchurch and New Zealand do not have extensive public transport networks for inter or intra city transport. While peak oil and climate change are likely to change automobile use, many believe that this may be a change to electric vehicles, e-bikes and similar. To support charging of electric vehicles it will be necessary to have off-street parking close enough to residences to permit electrical supply. In addition, given New Zealand's culture of DIY, innovation, sports and the great outdoors, a garage is more than a parking space but can also be a place where people pursue hobbies and store sporting equipment. For these reasons, although I support the plan change, I would like Council to set minimum parking requirements. I suggest that: 1 - High-Density Residential Zones be required to provide a minimum of one off-street parking space for each unit. These parking spaces should be allocated to a unit and have conduit from the switchboard to the parking space to permit future provision of an EV charger. 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. 3 - Medium-Density Residential Zones be required to provide a single garage for 50% of units. 4 - Medium-Density Residential Zones be required to provide a double garage for 25% of units.</p>
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325	Michael Galambos	325.3	Residential > Rules - High Density Residential Zone > Built form standards	<p>[R]equire: 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. To permit parking, charging of EVs, storage and pursuit of hobbies I believe the proposed plan change should require: 1 - High-Density Residential Zones be required to provide a minimum of one off-street parking space for each unit. These parking spaces should be allocated to a unit and have conduit from the switchboard to the parking space to permit future provision of an EV charger. 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. 3 - Medium-Density Residential Zones be required to provide a single garage for 50% of units. 4 - Medium-Density Residential Zones be required to provide a double garage for 25% of units.</p> <p>I support the proposed plan change 14. New Zealand is currently experiencing a housing affordability and cost of living crisis. This plan change will facilitate the development of land and provision of additional housing. This aligns with Council's community outcome of "Sufficient supply of, and access to, a range of housing" as stated in the 2021 Long Term Plan. While the plan change aligns with the supply and access to housing I am concerned that we will not get a range of housing. Looking at recent developments in and around the central city, many either 1 - have no provision for off-street parking 2 - have a central car park that is off-street but outdoor with no electrical provision 3 - have a small single garage Unlike large foreign cities Christchurch and New Zealand do not have extensive public transport networks for inter or intra city transport. While peak oil and climate change are likely to change automobile use, many believe that this may be a change to electric vehicles, e-bikes and similar. To support charging of electric vehicles it will be necessary to have off-street parking close enough to residences to permit electrical supply. In addition, given New Zealand's culture of DIY, innovation, sports and the great outdoors, a garage is more than a parking space but can also be a place where people pursue hobbies and store sporting equipment. For these reasons, although I support the plan change, I would like Council to set minimum parking requirements. I suggest that: 1 - High-Density Residential Zones be required to provide a minimum of one off-street parking space for each unit. These parking spaces should be allocated to a unit and have conduit from the switchboard to the parking space to permit future provision of an EV charger. 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. 3 - Medium-Density Residential Zones be required to provide a single garage for 50% of units. 4 - Medium-Density Residential Zones be required to provide a double garage for 25% of units.</p>
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325	Michael Galambos	325.4	Residential > Rules - Medium Density Residential Zone > Built form standards	<p>[R]equire: 3 - Medium-Density Residential Zones be required to provide a single garage for 50% of units. To permit parking, charging of EVs, storage and pursuit of hobbies I believe the proposed plan change should require: 1 - High-Density Residential Zones be required to provide a minimum of one off-street parking space for each unit. These parking spaces should be allocated to a unit and have conduit from the switchboard to the parking space to permit future provision of an EV charger. 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. 3 - Medium-Density Residential Zones be required to provide a single garage for 50% of units. 4 - Medium-Density Residential Zones be required to provide a double garage for 25% of units.</p> <p>I support the proposed plan change 14. New Zealand is currently experiencing a housing affordability and cost of living crisis. This plan change will facilitate the development of land and provision of additional housing. This aligns with Council's community outcome of "Sufficient supply of, and access to, a range of housing" as stated in the 2021 Long Term Plan. While the plan change aligns with the supply and access to housing I am concerned that we will not get a range of housing. Looking at recent developments in and around the central city, many either 1 - have no provision for off-street parking 2 - have a central car park that is off-street but outdoor with no electrical provision 3 - have a small single garage Unlike large foreign cities Christchurch and New Zealand do not have extensive public transport networks for inter or intra city transport. While peak oil and climate change are likely to change automobile use, many believe that this may be a change to electric vehicles, e-bikes and similar. To support charging of electric vehicles it will be necessary to have off-street parking close enough to residences to permit electrical supply. In addition, given New Zealand's culture of DIY, innovation, sports and the great outdoors, a garage is more than a parking space but can also be a place where people pursue hobbies and store sporting equipment. For these reasons, although I support the plan change, I would like Council to set minimum parking requirements. I suggest that: 1 - High-Density Residential Zones be required to provide a minimum of one off-street parking space for each unit. These parking spaces should be allocated to a unit and have conduit from the switchboard to the parking space to permit future provision of an EV charger. 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. 3 - Medium-Density Residential Zones be required to provide a single garage for 50% of units. 4 - Medium-Density Residential Zones be required to provide a double garage for 25% of units.</p>
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325	Michael Galambos	325.5	Residential > Rules - Medium Density Residential Zone > Built form standards	<p>[R]equire: 4 - Medium-Density Residential Zones be required to provide a double garage for 25% of units. To permit parking, charging of EVs, storage and pursuit of hobbies I believe the proposed plan change should require: 1 - High-Density Residential Zones be required to provide a minimum of one off-street parking space for each unit. These parking spaces should be allocated to a unit and have conduit from the switchboard to the parking space to permit future provision of an EV charger. 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. 3 - Medium-Density Residential Zones be required to provide a single garage for 50% of units. 4 - Medium-Density Residential Zones be required to provide a double garage for 25% of units.</p> <p>I support the proposed plan change 14. New Zealand is currently experiencing a housing affordability and cost of living crisis. This plan change will facilitate the development of land and provision of additional housing. This aligns with Council's community outcome of "Sufficient supply of, and access to, a range of housing" as stated in the 2021 Long Term Plan. While the plan change aligns with the supply and access to housing I am concerned that we will not get a range of housing. Looking at recent developments in and around the central city, many either 1 - have no provision for off-street parking 2 - have a central car park that is off-street but outdoor with no electrical provision 3 - have a small single garage Unlike large foreign cities Christchurch and New Zealand do not have extensive public transport networks for inter or intra city transport. While peak oil and climate change are likely to change automobile use, many believe that this may be a change to electric vehicles, e-bikes and similar. To support charging of electric vehicles it will be necessary to have off-street parking close enough to residences to permit electrical supply. In addition, given New Zealand's culture of DIY, innovation, sports and the great outdoors, a garage is more than a parking space but can also be a place where people pursue hobbies and store sporting equipment. For these reasons, although I support the plan change, I would like Council to set minimum parking requirements. I suggest that: 1 - High-Density Residential Zones be required to provide a minimum of one off-street parking space for each unit. These parking spaces should be allocated to a unit and have conduit from the switchboard to the parking space to permit future provision of an EV charger. 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. 3 - Medium-Density Residential Zones be required to provide a single garage for 50% of units. 4 - Medium-Density Residential Zones be required to provide a double garage for 25% of units.</p>
412	Luke Gane	412.2	Residential > Rules - Medium Density Residential Zone > Built form standards > Height in relation to boundary	Oppose the Local Centre Intensification Precinct provisions at 8 Bletsoe Avenue. Retain as Medium Density Residential Zone only. This will over power the surrounding heritage style homes.
704	Alex Booker for WDL Enterprises Limited and Birchs Village Limited	704.2	Planning Maps > MRZ Zoning	109 Prestons Road (Lot 2 DP 26884 – C26F/220) Future Urban Zone and / or Medium Density Residential Zone The site currently comprises approximately 6.79 hectares within the Highfield Park development area and subject to the Christchurch Northern Corridor designation. NTP seeks zoning of the site that best enables its future development. The previous zoning of the majority of the site (with the exception of the access leg between 145 and 149 Prestons Road) was Residential New Neighbourhood (RNN). NTP's current view is that it would be most appropriate for the FUZ to apply across the entire site in replacement of RNN, however it reserves its position to seek MRZ over the entire site, depending on the recommended content of provisions for each zone.

704	Alex Booker for WDL Enterprises Limited and Birchs Village Limited	704.3	Planning Maps > Any other QMs	109 Prestons Road (Lot 2 DP 26884 – C26F/220) Future Urban Zone and / or Medium Density Residential Zone The site currently comprises approximately 6.79 hectares within the Highfield Park development area and subject to the Christchurch Northern Corridor designation. NTP seeks zoning of the site that best enables its future development. The previous zoning of the majority of the site (with the exception of the access leg between 145 and 149 Prestons Road) was Residential New Neighbourhood (RNN). NTP's current view is that it would be most appropriate for the FUZ to apply across the entire site in replacement of RNN, however it reserves its position to seek MRZ over the entire site, depending on the recommended content of provisions for each zone.
704	Alex Booker for WDL Enterprises Limited and Birchs Village Limited	704.4	Planning Maps > Any other zones	276 Cranford Street (Lot 3 DP 38681 – CB24A/332) Medium Density Residential Zone This is the site of the former Cranford Street fire station. The site is subject to the Low Public Transport Accessibility Area qualifying matter, but is adjacent (separated by a driveway) to the MRZ. The site is in proximity to a number of commercial service centres, the larger of those being at Merivale, Papanui and Shirley. The site is approximately 2060m2 and is subject to a water body setback on the north-west edge. The location and size of the site make it well suited to multi-unit development, while the need to observe the water body setback means that the configuration of built form will be focussed over the remainder of the site. MRZ zoning will enable efficient development of the site to provide well located housing capacity. The benefits of medium density development of the site outweigh the lower public transport accessibility, noting that this is not appreciably different for this site than for adjacent sites zoned MRZ, and may be subject to change over time.
704	Alex Booker for WDL Enterprises Limited and Birchs Village Limited	704.5	Planning Maps > Any other zones	Rezoning 257 Breezes Road (Lot 20 DP 3072, Part Lot 21 DP 3072, Section 1 SO 8411 – CB24A/599, 1013761) Medium Density Residential Zone The site is approximately 3.8 hectares. The site is no longer required for school purposes and the SPS zoning does not reflect the future use of the site. The site is surrounded by MRZ land and it is appropriate that a consistent zoning is applied. It is acknowledged that the site is subject to the Waste Water Constraint Area qualifying matter. Given the size of the site, subdivision will be required to enable development, and rule 8.6.8 will apply in respect of waste water servicing.
870	Susanne Antill	870.11	Specific Purpose Zones > Specific Purpose (School) Zone > Rules - Specific Purpose (School) Zone > Built form standards > Maximum building height	Oppose increased height limits of buildings. Christchurch is on an aquifer flood plane and subject to earthquakes. This is totally crazy.
870	Susanne Antill	870.12	Specific Purpose Zones > Specific Purpose (Hospital) Zone > Rules - Specific Purpose (Hospital) Zone > Built form standards	Oppose increased height limits of buildings. Christchurch is on an aquifer flood plane and subject to earthquakes. This is totally crazy.
893	Susanne and Janice Antill	893.12	Specific Purpose Zones > Specific Purpose (School) Zone > Rules - Specific Purpose (School) Zone > Built form standards > Maximum building height	Oppose increased height limits of buildings. Christchurch is on an aquifer flood plane and subject to earthquakes. This is totally crazy.
893	Susanne and Janice Antill	893.13	Specific Purpose Zones > Specific Purpose (Hospital) Zone > Rules - Specific Purpose (Hospital) Zone > Built form standards	Oppose increased height limits of buildings. Christchurch is on an aquifer flood plane and subject to earthquakes. This is totally crazy.

905	Declan Bransfield	905.3	Planning Maps > MRZ Zoning	[That that area north of Riccarton Road and west of Straven Road be zoned HRZ instead of MRZ] Maintain residential zone on Deans Bush Interface all else to High Density ,Proximity to schools shops public transport routes hospitals etc Hagley Park not affected by high rise developments All other areas around Deans Bush to be high Density You are creating an island in an area that should be a thriving area I suspect that CCC is being swayed by a small group of NIMBY citizens who do not have Riccartons best intentions at heart and are instead hindering growth by preserving their little enclave
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