SUMMARY OF KEY ISSUES

Note: this summary does not address every individual submission point raised, nor does it respond the every submission point.

Transport	Example of comments	CCC Response to Issue & change to the proposal where required
Linkage/access across Cranford Street	Presence of barrier, 60kmph speed and longer route are a danger to kids, especially those linking to Papanui Primary School. Intersection of Cranford St and Main North Road. No provision for the 4 laning of Cranford St from Main North Rd all the way to Bealey Ave no provision for the extension of Grassmere St to Rutland St so that homeowners in the major Residential Development block can have left turns into a feeder street to say Innes Rd on their way to the CBD etc. Cycle, pedestrian ways - Stopping the proposed Cranford Street cycle/walk path halfway, seems to be a negative move. Currently, it is *theoretically possible to cycle/walk from the Main North Road to Placemakers. The new scheme cuts that route along the southern side of Cranford in half. *I've used the word 'theoretically' deliberately, as cyclists and walkers are often forced to manoeuvre around scores of parked cars and various hawkers straddling the path with their wares: which include a Punta-seller, a permanently-parked van advertising a nearby restaurant, used car sellers and a flower-peddler. This means walkers and bikes often have lurch into some of the busiest traffic lanes in the city	Once deliberations on a third lane over the Waimakariri Bridge are complete, work on the "Downstream Effects Management Plan" for the Christchurch Northern Corridor (CNC) can continue. A critical part of this process will be a community engagement/consultation process where such issues can be raised. A dedicated signaled pedestrian/cycle crossing of Cranford Street just to the north of its intersection with McFaddens Road is included within the consented Northern Arterial Route design. The design of the CNC and its connection to Cranford Street has already been consented and does not form part of this Regeneration Plan area. However the issues highlighted in the submission concerning obstructions to pedestrians and cyclists as a consequence of the CNC scheme have been noted. These future decisions are unlikely to have a significant influence on traffic issues in the Grants Road/ Grassmere St. area. No change to the Draft Plan is required to address issue concerning the CNC.
Local traffic effects - general	Additional housing will exacerbate congestion on Cranford St and Main North Road.	The Integrated Transport Assessment concludes that there should be no access from the internal road to Cranford Street until the Northern Arterial Extension is operational. As a consequence of the Christchurch Northern Corridor road network, traffic is transferred off Main North Road and the northern section of Cranford Street, providing additional capacity to enable the traffic demands associated with the East Papanui Outline Development Plan (ODP) to be safely accommodated on the key transport routes. A rule has been included in the Draft Plan stating there shall be no access to Cranford Street until the Christchurch Northern Corridor is operational except for Area 5
	Grassmere Street not suitable for increased traffic volumes. Traffic lights would be needed to address egress constraints on Main North Road and Papanui Roads from Grants and Marys Road in particular. Back roads will be used to access new subdivision which cannot cope with additional traffic and result in unsafe environment for children. Additional traffic using narrow Grassmere Road via Mary Street onto Main North Road will reduce safety Grants Road already constrained – parking restricted outside rest home due to parked cars.	The Integrated Transport Assessment prepared as part of this Draft Plan identifies that projected increases in traffic particularly on Grassmere Street, Grants Road and to a lesser extent Blighs Road will be noticeable to some residents and will impact on their amenity to some degree. However, it notes that due to the traffic relief created by the Northern Arterial Route, the volume increases associated with the Outline Development Plan and general growth in the area will still remain within the carrying capacity of these roads. There may be a need for some form of traffic management in this area at some time in the future, but this is not unique in the City. These effects would only be marginally reduced if a lower density residential development was implemented. The long-term estimated increases in traffic along local roads are likely to be greatest along Grants Road. By 2031 the estimated traffic volumes along Grants Road will at least double to between 4000vpd-5000vpd, which is similar to the volumes currently using Phillpotts Road, Tomes Road and Rutland Street, the lower volume collector roads of today. Maintaining Grants Road as a Local Road will require a cap on the number of new households provided for to 320 households excluding the 10 Ten Holiday Park site. This cap, and the way in which it has been applied, is further explained below under Planning Issues. As part of the Papanui Parallel Major Cycle Route and in accordance with local road design parameters as set out in the Christchurch District Plan, Grassmere Street kerb to kerb has been narrowed in general to 8 metres. This is a suitable width for a local road that accommodates two-way traffic with on-street parking. Some widening of Grassmere Street on the north-east side will be required in the future to create a separation strip between vehicle access points to private residences and the cycle route, to ensure adequate visibility. This widening while not committed will require to be secured through subdivision consent condition. Should the proposed (and required) earthworks involve heavy construction traffic (which in this case is very likely), an earthworks consent is likely include a Traffic Management Plan (TMP) as a condition of the consent. Safety audits would be undertaken at a detailed design of roading layout stage and post construction. Intersections and vehicle accesses are areas where conflict can occur. Therefore this is to be addressed through a requirement that limits road access points along Grassmere Street to four points of access. Private residential vehicle access onto Grassmere Street is limited to one access per 16m of road frontage in accordance with Appendix 7.5.11 of Chapter 7 to the Christchurch District Plan.

		Signal control of the intersection of Grassmere Street/Main North Roads currently being considered as part of the changes to Main North Road to accommodate Bus Priority. Various intersection layouts have been tested. While a restricted movement arrangement has a notable effect by reducing traffic volumes on Grassmere Street, changes to the form of the intersection would have relatively little effect on projected traffic volumes on Grants Road. Changes to the intersection may therefore be governed more by safety, accessibility and amenity rather than impacts on the surrounding local road network. It is acknowledged that Grants Road is heavily parked outside the rest home. However, the road is 9 metres in width which offers suitable width for a local road that allows two-way traffic to pass cautiously while accommodating on-street parking on both sides. The Council has the ability to restrict parking to one side thus creating a wider road however this needs to be balanced against the potential for higher traffic speeds which is not consistent with other sections along Grants Road. Traffic modelling undertaken as part of the traffic assessments indicates that there needs to be a limit on the number of houses in order to lessen the impact of additional traffic along Grants Road. **This limit has been set at 320 households (not including the potential households that might occur on the Holiday Park site).** Further modelling indicated that a lower density development (and a limit of 200 households) would make little difference to the effects along Grants Road
	Traffic should be required to access via Cranford Street instead of Grassmere	Access only from Cranford Street would require development to begin at the Holiday Park site. Owners of that business have indicated that there is no intention to close the business in the foreseeable future. The suggestion would also reduce connectivity and trip distribution options resulting in increased traffic demand on Shearer Avenue, Meadow Street Main North Road and Papanui Road. While the local streets to the south of the Outline Development Plan area would have lower levels of traffic, there would be longer delays at the intersections with Main North Road and Papanui Road, and at proposed Cranford Street/collector road intersection.
	Construction traffic effects on Grassmere Street due to heavy truck and contractor traffic. Safety concerns. Reduced quality of life, reduced amenity	Should the proposed (and required) earthworks involve heavy construction traffic (which in this case is very likely), an earthworks consent may include a Traffic Management Plan (TMP) as a condition of the consent. Further, in regard to traffic effects, any development of significant scale would be required to have a TMP, and prior to this, a high level safety audit of the roading network would be undertaken. Any required safety upgrades would be determined at that stage. The safety audit is then revisited at detailed design also and post construction.
	Traffic leaving the Christchurch Northern Corridor travelling south will attempt to avoid the bottle neck at Innes Road by rat running through the Papanui Cluster. 'Rat-running will result in the need for traffic calming measures and alignments'.	Council acknowledge that the proposals for the Christchurch Northern Corridor (CNC) will result in greater volumes of traffic being on Cranford Street and some further changes to the road network will be necessary. As a result, a condition was placed on consent granted for the CNC that required Council to employ an "Independent Expert" to assess the impacts of the CNC on the road network at the southern end of the route, and recommend a series of improvements to the road network (known as The "Downstream Effects Management Plan" which would seek to address any issues. These changes would be funded by CCC. The proposed through road will attract vehicles through the site and through the local road network. However this is balanced by the benefits of lower peak direction travel times on Main North Road, which supports public transport services. A through route via Grassmere Street offers higher accessibility to the road network to and from the surrounding area. The through road may include traffic calming measures to create a balance between the wider network advantages listed above with the need to manage the level of rat running and its impacts on these local streets. Modelling suggests that a signalised Grassmere Street/Main North Road would offer road network and connectivity advantages over the current limited movement arrangement for that intersection.
	Cranford Collector Road intersection. Right turning traffic off the indicative collector road in Cranford Street will be dangerous due to high traffic and proximity to commercial area. Need for traffic signals here?	The Cranford Street/Collector road intersection is to be designed to provide for safe movements particularly for right turning vehicles from the collector road onto Cranford Street during peak hour. Level of Service criteria are frequently used to provide an indication of congestion and associated levels of delay. Levels of service below D indicate the stage at which the network is reaching its practical capacity and where the intersection delays start to translate to unsafe manoeuvres. Modelling indicates that a roundabout or signals will offer a safe level of service. **A rule has been put into the Plan requiring the intersection to be designed to a Level of Service D or better for right turning traffic from the Collector Road into Cranford Street.**
Shearer Ave connection	No need for this connection. Suggests a pedestrian or cycle connection through here instead.	As a connecting road to the East Papanui Outline Development Plan (ODP) area, traffic volumes may increase along Shearer Avenue. However the Integrated Transport Assessment (North-East Papanui Outline Development Plan Transport Assessment – May 2017, Appendix C page 267 indicates that with the ODP collector road that connects Cranford Street to Grassmere Street, the traffic volume changes on Shearer Avenue would be of a minor nature. There would also be benefits in a pedestrian cycle connection.
Access to Crozier block	The schematic vision map allows only for a strategic and local cycle way; pedestrian route as the extension to the north of Croziers Road. This will preclude vehicular access to the proposed housing development. Traffic on the northern arterial extension will add to the congestion at the McFaddens Rd/Cranford St intersection, so this would need to be traffic light controlled.	Vehicle access to the Croziers Block would be from primarily Croziers Road, and continue into the proposed wetland /park as pedestrian/ cycle way and possible maintenance access (this is clearer on the Outline Development Plan). However there is to be no link between Croziers Road and Cranford St via the new housing development because of access restrictions on Cranford Street. The Draft Plan limits the number of households with direct access to/from Cranford Street to six. The intersection of McFaddens Road/Cranford Street is to be restricted to a left-in-left-out arrangement as part of the Christchurch Northern Corridor (CNC) project. This will result in a detour of 400m in order to undertake a right turn movement onto Cranford Street. The signaled intersection of Cranford Street/Innes Road is to be upgraded with signal phasing arranged to provide safe turning opportunities for all traffic movements including across Cranford Street from McFadden's.
Cycle/pedestrian facilities	Increased traffic would undermine/conflict with new Strategic Cycleway. Safety for children.	Widening of Grassmere Street on the north-east side will be required to create a separation strip between the vehicles access points and the cycle route so that adequate visibility is ensured. This widening while not committed will require to be secured through subdivision consent condition

	Intersection of Grassmere/Grants Road - only place for children to cross the road as they leave the cycle way (on their way home from school) is at this junction. It is a blind corner to the right and not safe for children and the elderly to use. (suggests installation of a footpath on the south side of Grants Road from the cycle way to the Erica Playground with zebra crossings installed).	A potential additional crossing facility near the corners of Grants Road/Grassmere Street has not been investigated as part of the East-Papanui Outline Development Plan. However the suggested extension of the footpath on the southern side of Grants Road accompanied by a crossing feature could be considered as minor street improvement scheme, delivered through the LTP process.
	Need for extra provision for bus-cycle links to the Northern Corridor and Papanui/Main North Road (built from the start of development)	The walking and cycling network will be highly connected, to reflect desire lines and destinations both within and outside the area. For example the development of the Papanui Parallel will provide better access for pedestrians across Main North Road with a new signalised crossing point. This will provide convenient walking access to high frequency bus routes and also to the Papanui/Northlands District Centre. There will be a signalised pedestrian crossing on Cranford Street linking with a shared path along the Northern Arterial Extension.
	Cycleway in vicinity of Rutland Street Park may be icy in winter due to the shade of houses.	The position of any new houses in relation to the cycleway is not likely to lead to this sort of issue. The District Plan already has height restrictions for houses and be set back from the road. Shading due to vegetation is more likely to aggravate any icing problems.
	Lights for pedestrians and cyclists to cross Cranford street at McFaddens is really important	A dedicated signalled pedestrian/cycle crossing of Cranford Street just to the north of its intersection with McFaddens Road is included within the Christchurch Northern Connection consented plans.
Internal local road layout	Lack of detail showing the internal local roads	The detailed layout for local roads will be determined at the subdivision stage.
	The plan requires a maximum of 4 indicative local roads onto Grassmere St. I suggest that be reduced to three by the removal of the most northerly of those on Grassmere St. With direct property access (Max. 16m width) for those properties fronting Grassmere St. and the balance being serviced from the Shearer Ave extension I see no need for that in the plan.	With regard to indicative local roads, the transport expert for Council at the District Plan hearing on Cranford Basin stated that he considered such road connections as illustrated on the Outline Development Plan necessary in order to minimise network impacts and provide good accessibility. The additional access road is intended to reduce effects of the link road on Grants Road. The actual positioning of that road may need to be looked at during the subdivision process.
Cycle and pedestrian linkages with surrounding area	Provision for strategic local cycleways and pedestrian routes e.g. linking those off Philpotts Road with those north of the Northern Arterial extension (may need cycle/pedestrian underpass?)	The Christchurch Northern Corridor (CNC) does not include pedestrian/cycle underpass in the area of the Cranford Regeneration Plan. However, the CNC will see the construction of a shared path on the west side of the corridor which will cross Cranford Street via a set of pedestrian/cycle signals to link with a shared off-road path on the south-west side of Cranford Street.
Operational expenditure costs on Council	For managing and maintaining the roads within the areas of the Plan.	This is a standard Council function.
Paparoa Street school car parking	There are 5 entrances with limited provision for drop-offs/pick-ups. What plan is there to ensure safe drop off/pick up for children. Could land in Area 4 adjacent to Rutland Reserve be set aside for Paparoa St School car parking and drop off / pick up turnstile?	This is a longstanding issue irrespective of further development in the Cranford area. Traffic impacts associated with an increased school roll have not been addressed in this assessment of the impacts of the East Papanui ODP, however a school travel plan could be implemented with assistance from CCC to minimise the impact of school traffic and parking demands on Paparoa Street and surrounding streets e.g. Tomes Road. The proximity of the school to the new housing area, with excellent connections, would encourage walking and cycling to school.

Drainage/Flooding/Stormwater	**Example of comments**	**Response**
Cranford Basin has challenging soil conditions land prone to subsidence and flooding.	Can create adverse effects for 3rd parties and future homeowners, including blocking drainage outlets and flow on effects on spring or seepage areas. May exasperate existing issues in low lying areas.	The potential effects of the proposed development on surrounding properties is one of the main concerns. The Council has a detailed historical knowledge of drainage issues in this area, including springs and seepage areas. As part of preparing the Regeneration Plan, the Council commissioned an investigation into the hydrogeology of the proposed development area (Beca September 2016) which resulted in a detailed and stringent list of development requirements that need to be met before subdivision consent is granted).
	Seepage areas inappropriate for housing	Detailed engineering design will be required as part of any subsequent subdivision consent application process and further geotechnical work for foundation design is required for building consent. Development requirements in the Draft Regeneration Plan also require a Geohydrological Plan to be submitted as part of a subdivision consent application that demonstrates an integrated approach to managing effects on flooding and groundwater (Appendix 2.) It is proposed that all land use and subdivision activities within Areas 1 – 4 (South of Cranford Street) are a restricted Discretionary Activity (Chapter 8 Rule8.5.1.3) and the Council has the ability to refuse consent if it is not satisfied these requirements are met. A Geo-hydrological Management Plan needs to be prepared and approved for the entire development area as part of the first subdivision consent application.
	Area too wet for housing	The Christchurch District Plan has within it a number of rules that are specifically designed to manage the effects of land use and subdivision activities, including risks from flooding, and those rules would apply to the proposed Cranford Regeneration area. The rules contained within the District Plan, are significantly more stringent than those of previous plans under which the surrounding area was rezoned and developed. Additional rules are also proposed within the East Papanui Outline Development Plan narrative for managing effects (refer to Appendix 2 of the Draft Cranford Regeneration Plan document.
	Need to remediate land to acceptable height to avoid flooding before development is completed.	The District Plan and Building Code both require minimum floor levels which seek to reduce the risk of flooding to housing. This will be required as part of the building and resource consent processes. Achievement of minimum floor levels may entail filling.
Area is vital for flood control.		The area proposed to be rezoned for residential use is around the fringes of the Basin proper (that area now mostly owned by Council which is required for flood storage) and does not have an important flood control function. Land proposed for residential use is already higher than the 50 year average recurrence interval flood level, which is the national and local standard for protecting against inundation of land. New buildings are required to have floor levels above the 200 year average recurrence interval flood level.
	The New road project through the basin already disrupts water flows and takes a large area of storage area.	The Cranford Basin storage function has been planned for taking into account the existing catchment, the Northern Arterial Extension specifically and provision for flood relief for Flockton Basin. Basin capacity is adequate so that the basin will not spill onto the surrounding land in a 50 year average

		recurrence interval storm, taking into account the Council's estimate of climate change rainfall increase. Basin capacity includes a safety margin which could accommodate a larger storm or other eventualities such as future zoning changes.
Need to make provision for storage area displaced.		See response immediately above with regard to the Cranford Basin itself. With regard to the residential development proposal, the Christchurch District Plan has a comprehensive rules package that is specifically designed to manage the effects of land use and subdivision activities, including risks from flooding. The rules contained within the District Plan, are significantly more stringent than those of previous plans under which the surrounding area was rezoned and developed. Additional rules are also proposed within the East Papanui Outline Development Plan narrative (refer to Appendix 2 of the Draft Cranford Regeneration Plan document, It is proposed that all land use and subdivision activities within Areas 1 – 4 (South of Cranford Street) are a restricted discretionary activity, therefore the Council can decline any application that fails to demonstrate how these requirements will be met (principally by the engineering design). Notwithstanding this, technical assessments undertaken to date, indicate that there are effective and feasible engineering solutions to support the land's development and to address flood management issues.
Adverse effects of waterways and springs in the vicinity. Mistrust of Council and engineers to predict outcomes given wide range of variables. Wet land attracts midges, mosquitoes and water rats Cultural impact Impact of developing seepage areas for housing	Particularly the stream on Paparoa Street	Stormwater from the proposed new residential development will be contained and treated within the development before discharge to Council land within the Basin and not extending to Paparoa Street.
	Need to protect known springs from sudden changes to water table during construction and provision of rain gardens and treatment basins around their catchments to minimise pollution to these springs.	The Draft Regeneration Plan Appendix 2 requires that a geohydrological plan be prepared and lodged for the extent of Areas 1 – 4 and separately for Area 5, if not covered by a comprehensive management plan, as a part of the first subdivision consent application. This plan must show how the development will maintain springs and seeps, not result in the lowering or raising of groundwater levels, achieve an integrated approach to managing effects on flooding and groundwater, while also addressing effects on artesian conditions. Further, the minimum infrastructure standards contained in the narrative require developers to undertake subdivision and development in a way that does not result in overall raising or lowering of groundwater levels, while also keeping stormwater separate from springs and natural waterways. Provided that the rules are followed the proposed development will have a minor effect. Mosquitos and rats can be an issue from time to time but property owners in the vicinity of waterways can reduce the likelihood of these problems occurring through good property management practices. The Council commissioned a Cultural Impact Assessment and several significant issues were raised in the Report. Council has resolved most of these to the satisfaction of Ngāi Tūāhuriri/ Ngāi Tahu apart from the discharge of stormwater into Waikākāriki/Horseshoe Lake. Currently there are no other practical options. However, there have been preliminary investigations into whether an alternative outfall can be found as part of the regeneration plan for the Avon/Ötäkaro river corridor. While there are no commitments in the LTP or other Council document the Council is willing to work with Ngäi Tahu and its other statutory partners towards finding an agreed solution as part of the Avon/Ötäkaro river corridor regeneration plan process.

Geotechnical	**Example of comments**	**Response**
Land is prone to liquefaction High cost of developing on poor soils.		The Building Code clearly requires structures to not pose a risk to occupants. This includes risks to property and occupants from natural hazards and poor ground conditions. Building on organic rich soils including peat is technically challenging. However, there are methods including engineering practice to manage effects, primarily those of settlement and potential liquefaction. Piles are only one potential solution to building on this type of ground. Others include surcharging the ground with additional fill to consolidate the organic rich sediments. Waimairi Peaty Loam is considered to have a low bearing strength, commonly due to wetness, which may result in soil compaction. Land strengthening and additional building requirements are likely to add significantly to land development costs. However, as evidenced by the demand for housing on similar soils in the vicinity (e.g. Grassmere Street and Lewisham Crescent) there is a market in this area for housing.
(In)ability of available geotechnical solutions to ensure land is suitable for housing	Will be a future red zone	There have been important lessons learnt within geotechnical, engineering and building professions since the earthquakes on how best to build in these conditions to ensure 'another Bexley' does not occur. There are also specific development requirements for subdivision and development in the area including the need to comply with accepted geotechnical guidelines. These are required to be considered through rules in the Plan in Appendix 2, including under Development Form and Design.
	Need for high level of certainty with regards to geotechnical investigations for future and adjoining land owners.	Extensive investigations have been undertaken into the geotechnical and hydrogeological characteristics of the proposed development area, which have been appropriately peer reviewed: . • Geotechnical Report on Proposed 12.5-hectare Residential Subdivision, Grants Road, Papanui, Bell Geoconsulting Ltd [BGL] (April 2013) • Cranford Basin Spring Identification, PDP (September 2013) • Desktop Geotechnical Review 340 Cranford Street, St Albans, Elliot Sinclair and Partners Ltd (April 2015) • Geotechnical Report for proposed Plan change ,340 Cranford St and 60 Croziers road, St Albans, Elliot Sinclair and Partners (June 2015) • Cranford Basin Geotechnical Desktop Report GHD (February 2015) • Cranford Basin Geotechnical Investigation Report GHD (September 2015)

		• Cranford Basin Rezoning –Preliminary Geotechnical Assessment Beca 22 December 2016 • Cranford Basin Rezoning-Review of Geotechnical, Hydrogeology and Stormwater Evidence, Beca (8 September 2016) • Spring Identification and Groundwater Management for potential rezoning at the Grassmere Block, Final, prepared for the Christchurch City Council, Beca 22 December 2016. The above reports acknowledge the occurrence of historical subsidence in the proposed development area and surrounding neighbourhoods, and the risk to infrastructure during seismic events. The former has been generally accepted as part of the environment and, while not without cost to property owners, does not present serious property damage issues. The latter is a risk, but as with many other parts of the developing city, this risk can be mitigated (but not necessarily completely avoided) through ground treatment and building design methods. The Christchurch District Plan has a comprehensive rules package that is specifically designed to manage the effects of land use and subdivision activities, including geotechnical issues. The rules contained within the District Plan, are significantly more stringent than those of previous plans under which the surrounding area was rezoned and developed. Additional rules are also proposed within the East Papanui Outline Development Plan narrative (refer to Appendix 2 of the Draft Cranford Regeneration Plan document). It is proposed that land use and subdivision activities within Areas 1 – 4 (South of Cranford Street) are a restricted discretionary activity, therefore the Council can decline any application that fails to demonstrate how these requirements will be met (principally by the engineering design). Notwithstanding this, technical assessments undertaken to date, indicate that there are effective and feasible engineering solutions to support the land's development and to address the geotechnical issues raised.
All rivers/ponds/flood basin have lateral spread of water due to close proximity of 29 Croziers Road (sic)		The Cranford Basin stormwater works and storage function have been planned taking into account the existing catchment, the Northern Arterial Extension and provision for flood relief for Flockton Basin. Basin capacity is adequate to ensure that the basin will not spill onto the surrounding land in a 50 year average recurrence interval storm, taking into account Council's estimate of climate change rainfall increase. There will be an embankment around the perimeter of the basin which will mean there is no lateral dispersion i.e. loss of water out of the basin in the design standard flood. All this means that flooding risk is not increasing.
Concern for the safety of future landowners	From building on poor land	The Building Code requires that structures to be built do not pose a risk to occupants.

Sewer/water supply infrastructure	Example of comments	Response
Wet weather overflows from the Northern Relief sewer into Dudley Creek	Concern over capacity of sewer to accommodate additional flows and improve existing problems	SCIRT has undertaken significant improvements to the wastewater network including increasing capacity of the Northern Relief sewer and this has reduced the frequency of this (Grassmere overflow) to once every 1.5yrs. This is compliant with the Council's wet weather overflow consent which requires a frequency of no more than twice per year for any overflow location. The smart pressure sewer system now used for greenfields developments in Christchurch and to be used for Cranford enables the Council to remotely monitor and control the pump on each and every property using "iota OneBox" technology. This includes storm mode, which prevents pumps from pumping during a storm when the network is already at capacity, so that there would be no discharge to the Northern Relief from Cranford during a storm. This means that growth in Cranford can be accommodated without increasing the volume or frequency of the Grassmere overflow. Another benefit of a pressure sewer system is that it is the most resilient type of wastewater system to earthquakes. The pipes are welded polyethylene (PE) which is a robust and somewhat flexible material, able to accommodate a reasonable amount of land settlement. As it is a pressurised system, the pipes do not need to be laid on a particular grade (unlike a gravity wastewater system, or to a lesser extent a vacuum wastewater system) and so changes in pipe grade due land settlement are not an issue either.
Provision of sewer / water supply infrastructure	Who is responsible?	Property owners and developers are responsible for the installation of the wastewater system within the development area. It can then connect to the existing surrounding sewer network. Conditions on subdivision consent will require infrastructure to be provided in accordance with the Council's Infrastructure Design Standard.
Risk to infrastructure (pipes) in a future seismic event		This risk is acknowledged but can be mitigated (but not necessarily avoided) through ground treatment methods and design of infrastructure. One of the benefits of a pressure sewer system is that it is the most resilient type of wastewater system to earthquakes. The pipes are welded polyethylene (PE) which is a robust and somewhat flexible material, able to accommodate a reasonable amount of land settlement. As it is a pressurised system, the pipes do not need to be laid on a particular grade (unlike a gravity wastewater system, or to a lesser extent a vacuum wastewater system) and so changes in pipe grade due to land settlement are not an issue either.
Operational expenditure costs on Council	Need for more pumps	The draft Plan area is part of the Central Water Supply Zone, which will supply any new urban residential development. Water supply mains connections will be required to connect Grassmere Street, Shearer Avenue and Cranford Street. The Council is currently undertaking a review of water supply zones to reduce their size and improve resilience of the network. If this proceeds, the draft Plan area will be supplied from the St Albans water supply zone. There is a capacity shortage in the St Albans area which will be addressed with replacement of the EQ damaged Averill pump station, scheduled for 2024/25 and operational in 2026. This expenditure is already identified in Council's Long Term Plan.

Planning / Parks	Example of comments	Response
Other uses favoured	Land more suitable for market gardening / agricultural purposes	Whilst the soils when drained, supported market gardening, the economies of scale and risks from flooding are such that this activity is at best marginal in today's market. Most of the land that was previously used for market gardening has now been incorporated into the Cranford Basin stormwater area. Even before the Council acquired most of the Basin the principal market gardening enterprise was adversely affected by flooding, vandalism and complaints from neighbours about noise odour and other effects. Reports prepared by Market Economics Ltd and Property Economics Ltd (Referred to in Appendix 1 Supporting Document) concluded that rural activities in this particular location e.g. close to the Key Activity Centre of Northlands, were an inefficient use of the resource, and using the land for housing was a better way of achieving regeneration outcomes for the City.
	Wetland/recreation/neighbourhood park area	The demand and need for neighbourhood parks (playground equipment/seating and landscape planting) for future and adjacent residents has been considered within this plan, as well as shared cycles/pedestrian paths (on drainage land) that link parks with streets and adjacent stormwater/drainage areas. The draft regeneration plan proposes one centrally located neighbourhood park, and a network of shared paths. Recreation planning now indicates that large sports parks (e.g. 30ha) are the way forward, for reasons of efficiency, resource use and cost savings. Large sports parks avoid the need to duplicate facilities at multiple sites, such as changing rooms, car parking and flood-lighting. Council Recreation Planners, in consultation with sporting clubs, are focusing on larger 'sports hubs' strategically located around the City (e.g. Ouruhia Domain, Hagley Park).It is not considered that the Cranford Regeneration site is suitable for Sports Park land.
	Dog park	Dog parks (i.e. off-lead parks dedicated for dogs) are ideally large in size, and they are also intentionally sparsely located throughout the city to ensure many dogs can congregate and socialize at the one location. This being the case, it is not best practice parks planning, and it is cost prohibitive, to provide several dog parks in close proximity. The Cranford regeneration site is therefore not a strong candidate for a dog park as two of the cities dog parks (the Groynes and Styx Mill) are close by (4 and 5 km's away respectively). This distance is relatively close to the Cranford site. Most other City residents have to travel further to visit just one dog park.
There are better areas to develop	Less constrained land Central City – where Council policy seeks to attract a greater population. Impact on uptake of central city housing developments. East / Red Zone (where housing has been lost)	This area is well located, compared to other existing and potential housing areas and the opportunity should be taken to use the land for purposes which promote urban policy. The District Plan has a range of policy objectives with regards to the location, density and choice of housing. An important part of Christchurch's urban development strategy is to consolidate and intensify growth within the existing urban area (for example Objectives 6.2.1 and 6.2.2 in the Canterbury Regional Policy Statement). An important part of these objectives is to encourage development near Key Activity Centres such as Northlands/Papanui, as well as the central city and older inner suburbs. The area being proposed for housing is consistent with these objectives. The scale of development being proposed does not preclude other development in other parts of the City including the Central City and residential red zone. The Council regards getting people living in the Central City as a priority but the people attracted there are likely to be looking for a different environment and lifestyle that that being offered in the Cranford area. There are other parts of Christchurch which are less constrained but these areas are generally further towards the Airport, have other constraints e.g. near the coast, or on the Port Hills or beyond the City boundaries. The reality is that the location of urban development involves balancing many factors, one of which is potential hazards. Provided that as in this case, there is certainty that the hazards can be avoided or mitigated without creating problems for other property owners, then appropriately designed development can be considered, particularly if the land is well located. The proposed provisions in Appendix 2 to the Regeneration Plan are to ensure that hazards can be avoided or mitigated.
Plan driven by desire to make money by landowners rather than community interest.		The purposes of the Greater Christchurch Regeneration Act include enabling a focused and expedited regeneration process and facilitating the ongoing planning and regeneration of greater Christchurch. The definition of regeneration includes improving the social, economic, and cultural well-being and the resilience of communities through urban renewal and restoration and enhancement. To this end one of the aims is to make the most efficient use of land and provide a choice of housing whilst managing environmental effects.
Construction effects on neighbouring properties	Pile driving noise and vibration	Construction noise and disturbance resulting from future development can be addressed through the consent process. Some amenity effect of development can be anticipated. Through the resource consent process the Council does, at its discretion, require the developer to undertake, before construction, condition surveys of properties most likely to be affected by construction so that any damage directly attributable to construction can be identified.
Management of contaminated land	"Illegal" dumping of fill on land west of Cranford Street. Has the land been tested?	Matters of land contamination will be required to be dealt with by any proponent of subdivision. Testing of any fill material for contaminants and stability will be required as part of the subdivision consent application. Contaminated land will need to be remediated to a residential standard as part of development. All development of sites known or suspected to be contaminated are subject to the requirements of the National Environment Standard for Assessing and Managing Contaminants in Soil to Protect Human Health. This ensures that land affected by contaminants in soil is appropriately identified and assessed before it is developed and if necessary the land is remediated of the contaminants contained to make the land safe for human use.
	The previous use of land as market gardens means there could be soil contamination when the land is disturbed.	As with any rural land, there is a potential for some parts of the land to be contaminated. All development of sites known or suspected to be contaminated are subject to the requirements of the National Environment Standard for Assessing and Managing Contaminants in Soil to Protect Human Health. This ensures that land affected by contaminants in soil is appropriately identified and assessed before it is developed and if necessary the land is remediated of the contaminants contained to make the land safe for human use. This assessment will be required at the time of subdivision consent.

Lack of demand for housing	Market slowing down / oversupply. Not right time to develop for housing as too many uncertainties in the market	It is correct that at a City wide scale there is no evidence of a shortage of housing land in either Greenfields areas nor within the existing urban area. However this area is well located, compared to other existing and potential housing areas and will add to market choice in a slightly different location. The total number of houses being proposed is not significant in terms of the overall quantum of housing that is required to meet future needs. The question is whether there are any compelling reasons why, in terms of sustainable resource management and promoting the purpose of the Greater Christchurch Regeneration Act, the land should not be developed, and the investigations undertaken have not identified anything that indicates that this land should continue to be used for rural purposes.
Loss of habitat and connections for wildlife	Pukeko, moor hens, sky larks and duck nest here. Ducks walk their babies through Esperance St / Frome Place from Dudley Stream to the stream which crosses Cranford Street.	The proposed new wetland and forest areas to be developed as part of a stormwater facility in Cranford Basin will provide significant benefits for wildlife by creation of quality habitat. In February 2016, the Council agreed to a significant upgrade to the Cranford Basin stormwater network. The agreed programme of works is estimated to cost $7million, including land purchase costs. Work will include the construction of embankments and upgrades to drains, floodwater storage areas, gates and systems in the stormwater network around Dudley Creek and Flockton. The works will be built in coordination with the proposed Styx River Stormwater Management Plan and Northern Arterial Motorway projects. The work is expected to bring a substantial increase to stormwater storage capacity, and give greater control over flooding in the adjacent areas, including Flockton Street, St. Albans Creek, Shirley Stream, Upper and Lower Dudley Creek and the Ellington Road Estates Area. Construction could start later this year, and be completed within two years. The work will be funded from the Land Drainage Recovery Programme Budget.
House prices	Should be affordable	As with most new housing areas the sale price will ultimately be determined by developers and the market. It is acknowledged that build costs are likely to be higher in this area. This was similarly identified by the Commissioners in their Decision on Proposed Change 1 to the RPS when they said: *In summary we accept this evidence of the technical ability to achieve some level of development at Cranford Basin, albeit that it may be at extra cost. The question of cost, and the willingness to absorb that cost, is in our view a decision for the market place to make…* Averages prices are unlikely to be at the 'affordable' level, however the development will contribute, albeit in a small way, to moderating house prices overall.
	Will be horrendously expensive to build but values will be constrained because of high traffic volumes/congestion.	Traffic is predicted to increase over time on parts of the local network, but people considering purchasing in the area are likely to trade this off against advantages of the location.
Timing	Premature to redevelop land ahead of stormwater basin and northern arterial first. This would enable the impacts on traffic and stormwater to be identified before proceeding with the housing.	It is a valid point that the regeneration plan could be staged as suggested. However given the time delays on plan changes imposed by the Greater Christchurch Regeneration Act (by extending the Canterbury Earthquakes (Christchurch Replacement District Plan) Order), it could be at least ten years before any plan change can be notified under Schedule 1 of the RMA. Integration can be achieved between the urban and natural environment, even if development proceeds the Council's stormwater facility for Cranford Basin. Matters for assessment of development in Cranford Basin includes consideration of linkages to the stormwater facility for example – see for example proposed Clause 8.10.31 (C) inserted into Appendix 2 of the Draft Regeneration Plan.
Subdivision layout	Greenspaces needed and sufficient parking so as not to conflict with cycleways Ensure that the Papanui stream walkway is linked to this area and Rutland Reserve and Lewisham Reserves are linked.	A network of shared cycle/pedestrian paths (on drainage land) are proposed, which is very likely to link up with existing greenspace. The detail around cycleways and parking management will be worked through in the detailed street design.(See for example proposed Clause 8.10.31.D – Access and Transport- in Appendix 2 of the Draft Regeneration Plan,
Housing design	Seeks thoughtfully designed housing like Auckland's new Hobsonville Point rather than unimaginative bland sprawl taken place elsewhere in Chch.	Whilst the Council regulates aspect of residential design such as height and setback limits, recession plane angles etc, as with all other new residential developments, the detailed design of housing will ultimately be determined by the developer. The Outline Development Plan and rules in the Plan include requirements to meet 'exemplar housing' standards including Lifemark, Homestar etc. as well as a comprehensive approach to land use and subdivision. This sets a higher bar than other areas of the City. Refer to proposed Appendix 2 Matters of Control and Matters of Discretion.
Focus on Regeneration Benefits at the expense of practical elements such as traffic		The Plan attempts to achieve a balance among several potentially competing factors, particularly the number of houses, effects of traffic on the road network and the risks to the hydrogeology in parts of the site. As with any rezoning there are likely to be some effects which people will view as being negative on them or their environment, but virtually every planning decision involves an informed evaluation of both negative and positive effects.
Effect on school rolls	Paparoa Street School already c600pax. Increased roll would affect community character	Paparoa and Papanui Primary Schools are supportive of the Plan. Papanui Primary School's submission of the Board of Trustees considers that the development would contribute to the school maintaining a steady roll and that the development would not impact on the school roll significantly as both Papanui and Paparoa could be destination schools depending on the home location of the pupils. MOE has been consulted and has not raised any issues with the proposal. MOE has not indicated what pupil yield the development may have, but based on other subdivisions in the City, it would likely be in the vicinity of 180 students (years 0-8). It is noted that there are two state primary schools (Papanui Primary and Paparoa Primary) along with two state-integrated primary schools (Christchurch Adventist and St Josephs) in close proximity to the proposed housing area.
	May result in zone boundary being decreased such that people who are currently in-zone, may no longer be (negative effect on property values + reduced accessibility to a good school).	
	Where will extra classrooms be located? At the expense of valued grassed areas on the school grounds (building on current car parking space and relocating the car parks could be an alternative)	
	Pick up/drop off already limited at Paparoa School and would be worsened through a roll increase. Could land in Area 4 adjacent to Rutland Reserve be set aside for Paparoa St School car parking and drop-off?	
	Can schools cope with additional households? What is the expected number of children	

Need for additional park facilities for additional housing	Any plans to provide additional facilities at Rutland Reserve?	The demand for park land within the Regeneration site has been assessed. It was decided not to increase Rutland Reserve or Shearer Park, but rather to require a new neighbourhood altogether, centrally sited for future and adjacent residents is proposed. A neighbourhood park can contain playground equipment/pump track etc., as well as seating and landscape planting. Exact park layout is typically finalised at a later date with community input. Also proposed are shared cycles/pedestrian paths (on drainage land) that link the park with streets and adjacent stormwater/drainage areas.
	There is a lack of greenspace in area. Additional housing will reduce accessibility to existing parks.	There are no plans to build on existing parks, such as Shearer Park and Rutland Reserve. These two parks, will be supplemented by a new proposed Neighbourhood park, required as part of development within the ODP Outline Development Plan area for future and adjacent residents to use. Shared cycle/pedestrian paths (on drainage land) will also be provided between parks, streets and adjacent areas.
Risk to Electricity infrastructure	Orion has concerns in relation to impacts on the design, cost and resilience of its distribution network required to service the subdivision. Additional costs will be borne by the developer or Orion. Seeks provisions in the DP to ensure that matters relation to installation of electricity infrastructure are considered at the time of the design phase of subdivision within the ODP area.	The existing assessment matters should be sufficient for addressing Orion's concerns. Subdivision officers will engage with Orion when assessing subdivision consents.
Rules	ODP - Neighbourhood Park - Prefer to locate the neighbourhood park in areas of natural springs	The park's location, outlook, water-table/drainage and street frontage are all strong factors influencing the proposed siting. As with all development proposals/sites, if challenges are encountered with lot layout, this is a sufficient reason to justify a swap with park land. While springs have unique values they are not necessarily consistent with the values of a neighbourhood Park. However, at the subdivision stage, there may be an opportunity to integrate springs and corridors or linkages.
	ODP - 30m circles shown on the ODP extend over indicative roads. That means that future subdivision cannot be both in accordance with the ODP and remain 30m away from springs.	The roads shown on the Outline Development Plan are marked as indicative to provide the flexibility to amend road alignment. This flexibility can be used to address required set back from springs etc.
	Earthworks rules: Clause (d) of rule 8.6.31D requires waterways to be naturalised as part of subdivision development. It is unclear how waterways are to be naturalised if earthworks adjacent to them are prevented. The rules therefore need amending to enable earthworks where necessary for naturalization.	Our understanding is that this submission is concerned that consent would be required under Chapter 6 for works within a waterway setback to enable the naturalisation as required by the proposed rule 8.10.31D of the Regeneration Plan. While that is likely to be the case, consent is required for subdivision anyway. A rule in the 8.10.31.D also states that no earthworks are to occur within 10 metres of a waterway. To provide for the naturalisation of waterways which will require earthworks, an exception is made under this rule.
	Design requirements including Homestar, Lifemark and exemplar requirements	Policy14.2.4.8 in the District Plan - Best practice for health, building sustainability, energy and water efficiency states Promote new residential buildings that: • provide for occupants' health, changing physical needs, and life stages; and • are energy and water efficient; and • through non-regulatory methods including incentives. While this policy and method was deemed appropriate by the Independent Hearings Panel under the Resource Management Act, it does raise the question as to whether the provision is needed to achieve the purpose of the Greater Christchurch Regeneration Act GCRA). 'Regeneration' has a different meaning, or possibly conditions, to 'sustainable management'. However, there is still an earthquake recovery role in the GCRA and care needs to be taken in the way the above policy is implemented. The purpose of the GCRA particularly (3) (2) refers to *improving*. Wellbeing and resilience which is slightly different working to the purpose of the RMA. As a part of the resource consent process, matters in the draft Regeneration Plan enable an assessment of whether a development is exemplary including whether it results in Lifemark and Homestar as a minimum standards.
	Joint land use and subdivision consent requirement	Policy 14.2.5.2 - Comprehensive residential development in the District Plan is 1. Encourage comprehensive residential developments that are in accordance with the relevant outline development plan as a means of achieving coordinated, sustainable and efficient development outcomes. The Council's experience is that, for larger RNN areas, this policy is difficult to achieve with separate consents for land use and subdivision. Once subdivision consent is obtained and sections sold, securing well designed neighborhoods and housing diversity is difficult, resulting in poor urban outcomes. Furthermore the Grassmere block is a geotechnically complex site and a comprehensive approach to development is not only desirable but required through the proposed provisions in Appendix 2 of the Draft Plan. With a collaborative approach between landowners and between developers and the Council, there is no reason why the joint consenting approach should not be quicker and more cost effective in the long run.
	Density caps and zoning (Crozier/Case land) and queries inconsistency re minimum requirements vs overall cap	The notified Draft Regeneration Plan proposed a Residential Suburban Density Transition Zone for the Case/Crozier block. This zone has proved to be overly complex and even unworkable for the Outline Development Plan. The Residential New Neighbourhood (RNN) Zone is a more simple set of provisions and still provides the flexibility that was sought from the RSDT zone. However Policy 14.1.1.1 states that

		Residential New Neighbourhood (RNN) generally includes new areas of greenfield land where **large-scale** residential development is planned, which is not the case in this instance. There is also a constraint on the Case land, with direct access to and from Cranford Street being restricted to six household units, and the identification of part of the Case land as Flood Management and Flood Ponding Management Areas. In addition there is an existing house, and the Case Crozier land is long and narrow which reduces the subdivision layout options, particularly internal roading and access to and from Croziers Road. Having regard to these constraints, an RNN zoning is appropriate but needs to come with a limit and other provisions (eg height limit) to prevent development that reduces amenity. The limit needs to be set at a level that that enables compliance with the density policy once the constraints are removed (eg by consented filling) and provide a range of housing typologies, while ensuring quality internal open space, and integration with the character of the adjoining Residential Suburban Zone. The change in zoning from RSDT to RNN and including the sites in a Greenfields priority area means the Outline Development Plan must achieve a minimum density of 15 households/hectare (hh/h) which could theoretically require 70 hh to be built on a site that has limited design and layout flexibility. This could lead to poor internal design and traffic outcomes. The proposed solution is to identify the land as RNN Constrained, and limit the number of households for the Case Crozier block to 60.
	Increased building setback sought from 9 Frome Place.	These concerns are understandable given the open landscape that currently exists at the rea of this address due to the access and parking area. The change will be pronounced particular if the development over the back fence was equivalent to medium density. An 8m height limit is proposed in the rules for the Case/Crozier block to achieve a scale of development that is integrated with the adjoining the new residential area.
Housing density / zoning	Lower density housing (lifestyle blocks) for areas prone to springs and subsidence.	There are two likely development options for the land which is constrained by springs and other geotechnical conditions: the low density option as suggested; or clustering of houses with compensatory larger areas of open space (not necessarily public) that protect the springs. Both options are open to the developer through the flexible nature of the Residential New Neighbourhood Zone and the final decision will be left with the developer at the stage of subdivision.
	Higher density (small lots) unlikely to be attractive to those that can afford them	This may possibly be the case. However much will depend on the quality of housing, and the range of housing types that will be on offer. Well-designed two or three bedroomed units for example, that have some open space around them, could be attractive to a range of buyers who can afford them. The requirement for concurrent subdivision and land use consents (for the Grassmere block) will help to achieve this.
	Lower density more likely to be attractive to the market for lots here because smaller lots will be costly to developer and therefore unaffordable.	This suggestion may well end up being the case particularly for the constrained land. However the anecdotal evidence from both developers and geotechnical experts is that housing costs for medium density housing could be lessened because of economies of scale on the less constrained land.
	Rules inconsistent – density cap of 370 units but then individual caps on areas which combine to a total over 370 hhs.	The 370 figure for the Grassmere block was derived from traffic modelling and the density configurations to achieve this used conservative assumptions around yields. These assumptions have been reviewed as a result of submissions on this matter. The potential yield from the Outline Development Plan as notified is close to 530 houses, applying the net density definition to its full potential, which includes a 10 ha RMD overlay at a minimum of 30 households/hectare (hha). In view of the traffic modelling and local concerns around traffic safety and congestion, officers still consider that a) a cap on development is necessary because there is no upper limit under the RNN zone provisions and the minimum potential over 530 will create significant traffic effects; and b) the level of development should not be generate trips in excess of the 370 households that was modelled (refer to the Integrated Transport Assessment). The cap should strike a balance between being consistent with the policy of encouraging residential development near the KAC, minimising effects on the local road network and ground conditions, and making efficient use of the land. In view of these potential conflict between the proposed cap and requirements of the District Plan and Canterbury Regional Policy Statement, and to make the Plan workable, a more flexible approach is necessary which will increase the upper limit. The proposed approach is as follows: - Remove the medium density requirement in Area 2 and replace with normal RNN. This reduces the required minimum density within Area 2 to 15hh/ha or approximately 70 households, instead of the current 140 minimum. Assuming that some medium density will be provided, the likely yield is likely to be around 100. - Retain the RMD overlay for Area 1 but recognise that the existing two houses can retain 2000m2 sections. This leaves 4.7 Ha yielding 140hh minimum. - Area 3 has the long term potential of yielding 105 hh minimum, mainly on the Holiday Park site. - Assuming 50 per cent of Area 4 cannot be developed because of springs and other geotechnical issues, Area 4 is likely to yield up to 80 hh assuming 10 hh/ha over the net 8ha. This adds up to around 320 hh in the foreseeable future with a potential of a further 105 when or if the Holiday Park site is developed (acknowledging that a small portion of Area 3 could be developed separately but will have a minor effect on traffic). While in excess of the figure of 370 as notified, the effects of the additional 55 residential units is unlikely to change the conclusions reached from the modelling. Firstly the Holiday Park site is a scheduled activity and its long term business operations are protected in the District Plan. While it is conceivable that, sometime in the future the site might become unsuitable for its present use and be subdivided a significant proportion of the traffic generated will use either Meadow Street or Cranford Street, rather than Grassmere Street or Grants Road (although some trips would use that route). Therefore likely long term net trip generation remains at an equivalent of around 370 hh. In summary, based on more accurate estimates of net density and potential yields the household limit in the areas nearest to Grants Road/Grassmere Street has been revised to 325 but excluding the Holiday Park site. Because of the limit, there will be little scope for Area 1 to be developed much beyond 30hh/ha, but there is flexibility in the number of household in Area 2 (because of the RNN zone) and Area 3 (because of the geotechnical conditions). The provisions in the plan do however ensure that the 30hh/ha for Area 1 will be achieved.

Loss of rural outlook and decrease land value	Onto rural land generally	Houses that adjoin the proposed housing area could, over time, lose their current rural outlook due to a change in zoning. This is not an unusual situation and will happen where private landowners (or the Council) can successfully argue a case for edge-of-town urban expansion. It is only where land is in public ownership for a park or has some other protection status that there is a greater likelihood that it will not be built on (although there are probably instances where a reserve status can be uplifted). The property enjoying the rural amenity could experience a fall in value if that rural land use changes, but since the amenity is 'borrowed', it is debatable whether it should in any case be included in any valuation.
Trees	What will happen to: Line of poplars currently bordering the waterway adjacent to the Paparoa School heading through to Cranford St; and Trees bordering the western boundary of Cranford St adjoining the open space and s/w area?	Consideration will be given to the future of existing trees at stage of subdivision. The subdivision design and development include Matters of Control that subdivision proposals should ensure the retention of existing specimen trees and groupings of these, which contribute to the landscape quality, amenity and identity of the area.They will be assessed in terms of their health, whether they will create shading issues, and whether they fit within any overall planting scheme, including for the proposed wetland. None of the trees mentioned are scheduled for protection in the District Plan.
	Ensure large deciduous trees; Poplars and Oaks are planted on edges and corners of proposed Basin to provide vertical scale, landmarks and colour (there are some great Poplars already in the area)	See above comment on existing trees. It is likely that the proposed wetland will be planted out in indigenous trees, but where its boundaries interface with proposed housing areas there is no reason why exotics cannot be considered, where they will have a positive impact on the local amenity and landscape.
Noise	Barriers should be considered at the Cranford Street/CNC interchange. This will improve usability of wetlands/walkways.	It is unlikely that acoustic attenuation e.g. noise barriers will be provided for passive recreation activities because the benefits would probably not exceed the costs. Noise barriers are usually only used for protecting residential buildings and their occupants.The most sensitive way of mitigating noise in this location would be through intense planting but this is unlikely to create a tranquil environment, particularly at the edge of the wetland area.
Economic impact on Central City	Due to additional trade given to Northlands Mall through additional residential development	It is a Strategic Objective of the Christchurch District Plan and the Regional Policy Statement to encourage more intensive residential development within and around Key Activity Centres such as Northlands due to the greater accessibility by foot, cycle and public transport to a range of shops, services and transport linkages. The proposal is therefore consistent with these objectives. The Central City plays a different and wider role than the district centres like Northlands. The Central City could also benefit from additional residential development closer to the central city with its offer of cultural, social, recreational and commercial opportunities. There is no evidence in the economic assessments (refer to Appendix 1 in the Supporting Document) to suggest that the Central City would suffer as a result of an additional 420 houses in this location. Further, future residents may be relocating from various areas of the City and from outside of the City and therefore these residents would not be diverting existing trade from the Central City to suburban locations.

Positive		**Response**
Stormwater Facility	Like the walkways and wetlands/forests	Noted
	Nice big expanses will be a great asset to the community and CHCH	Noted
	Podocap forest appropriate for land conditions	Noted
	Will enhance ecological values	Noted
	Excellent opportunities for education and science purposes	Noted
	Love use of natives, especially those genetically linked to Riccarton Bush	Noted
Traffic	Less traffic on Cranford Street therefore shorten bus journeys/commutes.	Only for the section of Cranford Street between the Northern Arterial Extension and Main North Road. The section of Cranford Street south east of the Northern Arterial Extension is likely to experience more congestion but, as stated in the submission, will provide some relief to Main North Road.
	Supportable on the basis that the northern arterial extension will remove substantial traffic from Main North Road and from Cranford St North of the Cranford St/Northern arterial junction.	Modelling undertaken does predict this.
Meadow Street connection	Currently difficult driving to Main North Road and turning right over two lanes of busy traffic. If this development does ahead, we will have no problem getting through to Cranford Street.	The Outline Development Plan (ODP) shows a road connection with Meadow Street thus it will be possible to access Cranford Street through this link road. In addition, with the ODP collector road in place and the CNC projects completed, access into Main North Road from Meadow Street should be easier with traffic volumes taken off Main North Road However, the Meadow Street extension to the link road is dependent on the Top 10 Holiday Park being subdivided.
Shearer Street connection	Need extension to Shearer Ave due to the additional bikes at the very busy main Road/Sawyers Arms Road corner.	Noted
Good location	Close to KAC, shops, services, schools, amenity and transport	Noted

	Reduce travel distances and enhanced walking and cycling opportunities and convenience compared with other locations	Noted
Additional supply	Improving availability/access for new home owners	Noted
	Helps keep costs of housing lower	Noted
	Great. Mixed density and upmarket with good access to the city and cycleways.	Noted
Visual amenity	Will improve a longstanding eyesore	Noted
Land suitable for housing	Experience showed some land faired very well in the EQs.	Noted
	Land remediation possible	Noted
	Reflects current CCC rating on this land	Possibly
	Good demand for land close to the City	Noted
	Would not compete with Central City – different market to those seeking inner city living.	This statement appears to be supported by the information and analysis used by the Council (refer to Section 6.5 in the Supporting Document). .
Good use of otherwise redundant land		Agreed.
Landowners supportive with amendments to provisions - Density caps - Joint subdivision and land use consenting requirement - Location of neighbourhood park - Design requirements including Lifemark and Homestar requirements	Meet the purpose of the Regeneration Act Facilitate Urban Consolidation Integrated land use planning Efficient and sustainable use of land No environmental, social, or economic reason not to include the land as a GPA Consistent with the policy framework of the RPS, particularly Objective 6.2.2 Is able to be efficiently serviced Good location that will assist with EQ Recovery and Regeneration Areas 1-4 would be left as an isolated island of rural land if not identified as a GPA Existing road network has capacity to accommodate the additional development while the ODP should bring a number of localised transport benefits in terms of improved connectivity in this part of the community and upgrading of Grassmere Street south of Grants Road (thereby improving access to and from the Rutland Reserve and Paparoa St School) Landscape character of area now dominated by residential activity other than some rural land with limited productive potential due to the encroachment of urban uses and the impact of stormwater. Proposed development could be designed to maintain a level of landscape amenity equal to or better than the existing moderate level of rural amenity. Ground conditions are no worse and in some cases better than other GPAs.	These are all matters that the Council has taken into consideration in preparing the plan and discussed in various places above.
Land fared well in EQs		Noted
Will support the commercial centres	Northlands and Cranford Retail Park in particular	Noted
Title of the plan could be misleading to some citizens	Difference between the S/w Basin/wetlands and Northern arterial projects east of Cranford St and the residential development proposal on the west side	The title was selected to remove the implication that the Council was proposing to develop housing in the Cranford (stormwater) Basin. The Plan is clear that, to meet the purpose of the GCRA, 'regeneration' needed to refer to all the rural zoned land. Note that the stormwater basin also extends across Cranford Street to the west side.
Timing	Intolerable for landowners to delay opportunity for another 10-15 years.	Noted
	Timing right now that stormwater facility and northern arterial plans are developed.	Noted

Other Miscellaneous Issues.		**Response**
Traffic	Illegal parking close to the vehicle access/exit points associated with 22 and 95 Grants Road	This is an enforcement issue and a matter that should not be affected by the proposed development.

	Traffic leaving the Christchurch Northern Corridor (CNC) travelling south will attempt to avoid the bottle neck at Innes Road by rat running through the Papanui Cluster	The concern raised relates to the downstream effects of the CNC and the 4-laning of Cranford Street rather than the East Papanui ODP. However the traffic modelling for the ODP area does include external traffic coming into that area and the projected traffic volumes referred to reflect that, as well as the statements about effects on local roads.
	Junction of McFaddens and Cranford Street should be signalised when Cranford Street is upgraded Otherwise traffic will be directed to the Innes Road lights that have no turning arrows.	The concern raised relates to the downstream effects of the Christchurch Northern Corridor and the 4-laning of Cranford Street rather than the East Papanui ODP. The submission rightly identifies that some vehicle traffic to the east of Cranford Street will be required to reroute from McFaddens Road to Innes Road to undertake a right turn movement onto Cranford Street. This will result in a detour of 400m in order to undertake a right turn movement onto Cranford Street. The signalled intersection of Cranford Street/Innes Road is to be upgraded with signal phasing arranged to provide safe turning opportunities for all traffic movements including across Cranford Street from McFadden's.
	Need for a 3rd lane for the motorway and another bridge over the Waimakariri River, and a safe cycle way over the bridge.	Discussions between the New Zealand Transport Agency who are responsible for building and funding the Northern Arterial Route, and Council who are responsible for funding the Northern Arterial Extension from QEII to Cranford Street are ongoing. The Council can support a third lane if it is designated for high- occupancy vehicle use only, with this concern deriving from potential downstream effects e.g. on Cranford Street. Final decisions on third lane have yet to be made.
	Vibration from buses along Philpotts Road due to the underlying Peat soils affecting residents along this road.	The areas of concern relate to current vibration from buses travelling along Phillpotts Road. While the routing of bus services lies with Environment Canterbury, it is understood that NZTA wish to amend the intersection of QEII with Philpotts Road to a left-in-left-out which will remove the service from Phillpotts Road. The other issue within control of Council relates to littering around the intersection of Philpotts Road/QEII and whilst this is a Council enforcement matter, it nonetheless unrelated to the impacts of the East-Papanui ODP.
	4-Laning of traffic to Innes Road then merging to 2 lanes will cause a bottleneck. Suggest 2 lanes instead.	The design of the CNC and its connection to Cranford Street has already been consented. A "Downstream Effects Management Plan" is to be undertaken that seeks to address the traffic issues downstream of the 4-laning. This will include a community engagement/consultation process.
	Cycle, pedestrian ways - Stopping the proposed Cranford Street cycle/walk path halfway, seems to be a negative move. Currently, it is *theoretically possible to cycle/walk from the Main North Road to Placemakers. The new scheme cuts that route along the southern side of Cranford in half. *I've used the word 'theoretically' deliberately, as cyclists and walkers are often forced to manoeuvre around scores of parked cars and various hawkers straddling the path with their wares: which include a Punta-seller, a permanently-parked van advertising a nearby restaurant, used car sellers and a flower-peddler. This means walkers and bikes often have lurch into some of the busiest traffic lanes in the city.	These comments appear to relate to the Christchurch Northern Corridor (CNC) project, and in particular the design of the CNC and its connection to Cranford Street which has already been consented and does not form part of this Regeneration Plan area. The CNC consents do anticipate that traffic movement, but the precise design of the intersection will not be finalised until after decisions are made about a third lane on the Waimakariri River Bridge.
	Will there be access to get onto the Northern Arterial from Cranford Street heading north?	
Cranford Basin Stormwater Management Area	Size of stormwater management area. Is it sufficient particularly in the face of climate change/larger storms	The Cranford Basin storage function has been planned taking into account the existing catchment, the Northern Arterial Extension and provision for flood relief for Flockton Basin. Basin capacity is adequate so that the basin will not spill onto the surrounding land in a 50 year average recurrence interval storm, taking into account Council's estimate of climate change rainfall increase. Basin capacity includes a safety margin which could accommodate a larger storm or other eventualities such as future zoning changes.
	More commitment towards native flora needed to attract native fauna. Should be developed similar to Travis and Halswell Quarry to provide a good buffer between high density housing and the wetland character of the basin.	Detailed planting plans for the Cranford Basin have yet to be developed but the emphasis will be on restoring and enhancing the biodiversity of the Basin. This will include appropriate buffers between the developed area and wetlands proper.
Litter in surrounding area	Litter issues in the vicinity of Philpotts Road and QEII Motorway.	Littering around the intersection of Philpotts Road/QEII is an enforcement matter which is unrelated to the impacts of development of the East-Papanui ODP area, and should be addressed through contacting Council's Customer Services section.
Industrial General Zoning at 500-520 Cranford Street (adjoining Papanui Primary School)	Consider rezoning to commercial/residential	This has recently been considered and rejected as part of the Christchurch District Plan Review. There is no scope to reconsider this at the present time. However the situation can be monitored and depending on land ownership changes and possible land use changes in the Winters Road vicinity in the medium term (5-10 years) there could be opportunities to improve the amenity around the south and eastern parts of the schools immediate environment.
Private access rights	Concern that on-street parking would be lost in the vicinity of 328 Cranford Street and/or Access limited such that owners could not get their caravan out.	Parking on Cranford Street will be considered as part of the "Downstream Effects Management Plan" which will recommend a series of improvements to the road network at the southern end of the route, to address outstanding issues as a result of the construction of the Northern Arterial and Extension. A critical part of this process will be community engagement/consultation.
Our part of McFaddens Road still floods too much-so am hopeful the new overflows will take some of the excess. (submitter resides at 132B McFaddens Road)		McFaddens Road drainage is not expected to be affected by the proposed rezoning or any other work. No new overflows are planned, other than storm flow bypasses in lower Dudley Creek to the east of Hills Road. These will not advantage McFaddens Road. McFaddens Road may drain slowly or poorly due to a flat gradient or stormwater inlets blocked by leaves. The submitter is encouraged to bring these problems to the attention of the CCC Customer Call Centre ph 941 8999
