

**WAIMAKARIRI DISTRICT COUNCIL**

**MEMO**

**FILE NO AND TRIM NO:** DDS-14-08-05 / 241031189088

**DATE:** 1 November 2024

**MEMO TO:** Hearing Commissioners

**FROM:** Andrew MacLennan, s42A reporting officer on EI Chapter

**SUBJECT:** Hearing Stream 5 – Energy and Infrastructure and Transport s42A Report – Missed submissions and further submission Points.

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**Introduction**

1. The purpose of this memorandum is to inform the Hearing Panel of 15 submission points and further submission points that were missed in the Energy and Infrastructure and Transport s42A reports and provide an update to Appendix B to address these.
2. The submission points that were missed in the reports are as follows:

Energy Infrastructure Chapter

- New Zealand Defence Force [166.9]
- Mainpower New Zealand [249.19]
- Chorus New Zealand, Spark New Zealand Trading Limited, Vodafone New Zealand Limited [62.1]
- Transpower New Zealand Limited [195.1]
- Mainpower [249.246]
- New Zealand Defence Force [166.12]
- Kainga Ora - Homes and Communities [325.29]
- Chorus New Zealand, Spark New Zealand Trading Limited, Vodafone New Zealand Limited [62.18]
- Transpower New Zealand Limited [195.39]

Transport chapter

- Oxford-Ohoka Community Board [172.4]
- Ministry of Education [277.8]
- Christchurch International Airport Limited [254.32]
- Christchurch International Airport Limited [254.35]
- Christchurch International Airport Limited [254.36]
- KiwiRail Holdings Limited [373.36]

3. The missed points were noticed in a further check of all original submission points and all further submission points across all s42A reports.
4. No submitter raised the missed points as an issue at the hearing, or since the hearing.
5. Recommendations on the missed further submissions are enclosed at Attachment A. The following further submissions were made in opposition to entire submissions and were omitted from the s42A reports. These further submissions are identified below and not replicated in Attachment A. The recommendations on these omitted further submissions reflect the recommendations on the original submission points addressed in the s42A and Right of Reply reports. The omitted further submissions do not contain substantive information to change my recommendations on the original submissions.
  - [FS 46] Miranda Hales, [FS 41] David Cowley, and [FS 37] R & G Spark, opposed Kainga Ora [325]
  - [FS 41] David Cowley, [FS 37] R & G Spark, opposed Environment Canterbury [316]
6. I note that there are three submission points from Christchurch International Airport Limited [254.32, 254.35, and 254.36] on the TRAN chapter that were not addressed within the s42A report on the TRAN Chapter within Hearing Stream 5. I have now had the opportunity to read Mr Kyles Statement of Evidence<sup>1</sup> on Stream 10A which has provided evidence on these submission points. For these three submission points, in the table below I have included; the original relief sought within the submission, Mr Kyle's evidence on these submission points, and my recommendations on these submission points.
7. These recommended amendments have also been incorporated into the final PDP Officer Version of the TRAN Chapter.
8. As I have recommended amendments to TRAN-O4 [254.35] and TRAN-P15 [254.36], a s32AA assessment is necessary. However, I previously recommended similar amendments in response to other submissions within my original s42A report, where a s32AA assessment was undertaken. I consider that the additional changes recommended within the table below fall within the scope of that initial assessment, and therefore, I have not conducted an additional s32AA assessment for these amendments.
9. In relation to the suggested addition to the introduction to the TRAN chapter [254.32], I consider the recommended amendments are minor in nature and improve the clarity of the Proposed Plan. I consider the recommended addition ensures that the introduction is linked to the content of the objectives and policies within the TRAN Chapter.
10. In order to distinguish between the recommendations made in the s42A reports and the recommendations that arise from this memo, recommendations from this memo are shown in blue text (with underline and ~~strike-out~~ as appropriate).

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<sup>1</sup> [https://www.waimakariri.govt.nz/\\_data/assets/pdf\\_file/0020/158105/STREAM-10A-EVIDENCE-14-SUBMITTER-254-CIAL-J-KYLE-PLANNING-DIRECTOR-MITCHELL-DAYSH.pdf](https://www.waimakariri.govt.nz/_data/assets/pdf_file/0020/158105/STREAM-10A-EVIDENCE-14-SUBMITTER-254-CIAL-J-KYLE-PLANNING-DIRECTOR-MITCHELL-DAYSH.pdf)

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
<b>Missed submission points</b>							
166.9	New Zealand Defence Force	Definition of temporary infrastructure	Amend the definition of 'temporary infrastructure' to include infrastructure required for temporary military training activities:  <i>"means portable or transportable infrastructure, such as generators, pumps or fuel tanks, required on a temporary basis, such as during construction or other temporary activity including temporary military training activity, for a finite period of time and which are removed from the site of the activity or stage of that activity for which they are temporarily required upon completion of that activity or stage of that activity."</i>	Submission point was not addressed in the EI s42A report.	Reject	I disagree with the suggested amendment. I note that the proposed definition is not exclusive, I consider "temporary military training activity" would be considered an "other temporary activity".	No
249.19	Mainpower New Zealand	Definition of temporary infrastructure	Retain definition of 'temporary infrastructure' as notified.	Submission point was not addressed in the EI s42A report.	Accept	No changes sought to the notified provision.	No
62.1	Chorus New Zealand, Spark New Zealand Trading Limited, Vodafone New Zealand Limited	General	Request that either: The specific relief as set out in the attached table or Such other relief to similar effect to address the matters outlined in the submission to the submitter's satisfaction.	4.1.1	Accept	The merits of this submission point were addressed in the EI s42A report along with submission point 62.6. However, the submission point was not specifically referenced in the in the EI s42A report which is why is has been identified as a missed point. It was also considered within the JWS on Energy and Infrastructure (Integration). <sup>2</sup>  Introduction has been amended to clarify the relationship between the EI chapter, other District wide chapters, and the zones.	Yes
195.1	Transpower New Zealand Limited	General approach	Insert new Advice Notes in the General Approach Chapter:  <u>"GA-ANX The NESETA contain separate regulations for the operation, maintenance, upgrading, relocation or removal of transmission lines that were operating, or able to be operated, on or prior to 14 January 2010 and remain part of the National Grid. Except as provided for by the regulations in the NESETA, no rules in a Plan apply to such activities. An activity that does not relate to an existing transmission line that is part of the National Grid, or where new transmission lines and associated structures are proposed, rules and standards in a plan apply.</u> <u>GA-ANY NZECP 34:2001 includes restrictions on the location of buildings, structures, and activities in relation to the National Grid and electricity distribution lines. Buildings,</u>	8.52	Accept	The merits of this submission point were addressed in the EI s42A along with submission point 195.44. However, the submission point was not specifically referenced in the in the EI s42A report which is why is has been identified as a missed point. It was also considered within the JWS on Energy and Infrastructure (NZECP) <sup>3</sup> .  Transpower plans, builds, maintains, owns and operates the National Grid. The amendments suggested by Transpower are supported. I consider the requested amendments better give effect to the NPSET, are consistent with NZECP 34:2001.	Yes

<sup>2</sup> [https://www.waimakariri.govt.nz/data/assets/pdf\\_file/0039/149799/STREAM-5-JOINT-WITNESS-STATEMENT-ENERGY-AND-INFRASTRUCTURE-INTERGRATION-.pdf](https://www.waimakariri.govt.nz/data/assets/pdf_file/0039/149799/STREAM-5-JOINT-WITNESS-STATEMENT-ENERGY-AND-INFRASTRUCTURE-INTERGRATION-.pdf)

<sup>3</sup> [https://www.waimakariri.govt.nz/data/assets/pdf\\_file/0022/149800/STREAM-5-JOINT-WITNESS-STATEMENT-ENERGY-AND-INFRASTRUCTURE-NZ-ELECTRICAL-CODE-OF-PRACTICE-.pdf](https://www.waimakariri.govt.nz/data/assets/pdf_file/0022/149800/STREAM-5-JOINT-WITNESS-STATEMENT-ENERGY-AND-INFRASTRUCTURE-NZ-ELECTRICAL-CODE-OF-PRACTICE-.pdf)

			<p>structures, and activities in the vicinity of the National Grid or electricity distribution lines must comply with the NZECP 34:2001. Compliance with the rule requirements of the District Plan does not ensure compliance with NZECP 34:2001 or vice versa.</p> <p>GA-ANZ The Electricity (Hazards from Trees) Regulations 2003 includes regulations to protect the security of the supply of electricity, and the safety of the public, by prescribing distances from conductors within which trees must not encroach and setting rules about the responsibilities for cutting or trimming trees that encroach on conductors. Compliance with these Regulations is mandatory.”</p> <p>Also amend advice notes in relevant chapters to reference these matters.</p>				
249.246	Mainpower	Noise general	Insert appropriate hyperlinks from the EI Chapter to the relevant noise rules contained in the Noise Chapter.	4.1.1	Accept	<p>The merits of this submission point were addressed in the EI s42A report along with submission points [249.1, 249.47, 249.48]. However, the submission point was not specifically referenced in the in the EI s42A report which is why is has been identified as a missed point. It was also considered within the JWS on Energy and Infrastructure (Integration).<sup>4</sup></p> <p>Introduction has been amended to clarify the relationship between the EI chapter, other District wide chapters, and the zones.</p>	Yes
166.12	New Zealand Defence Force	EI-P1	Retain EI-P1 as notified.	Submission point is addressed in the body of the report but is missing from Appendix B	Accept	No changes sought to the notified provision.	No
325.29	Kainga Ora - Homes and Communities	EI-R2	Retain EI-R2 as notified.	Submission point is incorrectly identified in the body of the report and in Appendix B as 325.24.	Accept	No changes sought to the notified provision.	No
62.18	Chorus New Zealand, Spark New Zealand Trading Limited, Vodafone New Zealand Limited	EI-R6	Retain EI-R6 as notified.	Submission point is incorrectly identified in the body of the report and in Appendix B as 62.16	Accept	No changes sought to the notified provision.	No

<sup>4</sup> [https://www.waimakariri.govt.nz/\\_data/assets/pdf\\_file/0039/149799/STREAM-5-JOINT-WITNESS-STATEMENT-ENERGY-AND-INFRASTRUCTURE-INTERGRATION-.pdf](https://www.waimakariri.govt.nz/_data/assets/pdf_file/0039/149799/STREAM-5-JOINT-WITNESS-STATEMENT-ENERGY-AND-INFRASTRUCTURE-INTERGRATION-.pdf)

195.39	Transpower New Zealand Limited	EI-R22	Retain EI-R22 as notified.	Submission point was not addressed in the EI s42A report.	Accept	No changes sought to the notified provision.	No
172.4	Oxford-Ohoka Community Board	General	Amend to provide regulations that mandate the development of multi-use paths in new subdivisions in the western part of the District.	Submission point was not addressed in the TRAN s42A report	Reject	I disagree an amendment to the TRAN chapter is required. SUB-P4 - Integration and connectivity states:  Achieve integration and connectivity by ensuring: 1. in urban environments that there is effective integration of subdivision patterns and <u>multi-modal transport connections</u> within new development and to existing development;  Given this I disagree an amendment to the TRAN chapter is required.	No
277.8	Ministry of Education	Definition of student hostel	Retain definition of 'student hostel' as notified.	Submission point not addressed in the TRAN s42A report.	Accept	No changes sought to the notified provision.	No
254.32	Christchurch International Airport Limited	TRAN - Introduction	Amend Introduction to the Transport Chapter by including the following:  "... A functioning transport system and transport modes are essential facilities and services that assist in meeting the social and economic well-being of people and communities and promote the efficient functioning of the District. The transport system therefore forms an important component of the physical resources of the District. <u>Land use and subdivision is managed to protect Waimakariri District's land transport corridors and infrastructure from incompatible activities that could undermine the provision of an integrated, safe, responsive, and sustainable land-based transport system, which includes the Strategic Transport Network and relevant infrastructure.</u> The provisions in this chapter are consistent with the matters in Part 2 - District Wide Matters - Strategic Directions and give effect to matters in Part 2 - District Wide Matters - Urban Form and Development."  Mr Kyles evidence on this submission point states:  <i>"The significant role that Christchurch international Airport has supporting the Canterbury Region and New Zealand as a</i>	Submission point not addressed in the TRAN s42A report.	The submission point is foot noted in Appendix A but is not identified in Appendix B.	I agree in part with the submission from CIAL, seeking reference to protecting the Strategic Transport Network and relevant important infrastructure from incompatible activities, as I consider it reinforces the basis for objectives and policies relating to reverse sensitivity. However, I recommend the emphasis is not solely on 'protection' but instead on 'management'.  I recommend that the TRAN chapter of the Proposed District Plan be amended by adding a new paragraph to the introduction as follows:  <i>"A functioning transport system and transport modes are .....</i>  <i><u>Land use and subdivision also needs to be managed to avoid, remedy or mitigate adverse effects of potentially incompatible activities on the provision of an integrated, safe, responsive, and sustainable transport system, which includes strategic transport networks.</u></i> <sup>6</sup> "	Yes

<sup>6</sup> CIAL [254.32]

			<i>whole has been set out in Statements of Evidence for Hearing Stream 1 by Ms Hayman and Mr Hampson. It is appropriate.”<sup>5</sup></i>						
254.35	Christchurch International Airport Limited	TRAN-O4	<p>Amend TRAN-O4:</p> <p><del>"Adverse effects on the District's transport system is protected from incompatible activities and adverse effects, including reverse sensitivity effects, are avoided, remedied or mitigated."</del></p> <p>Mr Kyles evidence on this submission point states:</p> <p><i>CIAL's submission with respect to this matter was not addressed during Hearing Stream 5. It is assumed that it has been allocated to Hearing Stream 10A.</i></p> <p><i>Notwithstanding, section 6 of my statement of evidence provides a discussion around the rationalisation of relief sought by CIAL. I therefore consider that CIAL's relief with respect to other chapters of the PDP will effectively resolve this submission point.</i></p> <p><i>I also note that the right of reply for this chapter recommends amending this objective as follows:</i></p> <p><b>TRANS-O4 Effects of activities on the transport system</b>  <i>Adverse effects on the District's transport system from activities, including reverse sensitivity, are avoided, remedied or mitigated, so the safety, efficiency and resilience of the transport system is not constrained or compromised.</i></p> <p><i>I support this revised objective and consider it broadly addresses the intent of CIAL's submission.<sup>7</sup></i></p>	Submission point not addressed in the TRAN s42A report.	Submission point was not addressed in the TRAN s42A report or Right of Reply report	<p>I support in part the wording amendments sought by CIAL. Specifically, the insertion of “incompatible” which I consider gives effect to Policy 5.3.8(2) of the RPS and improves general objective drafting.</p> <p>As noted in the evidence form Mr Kyle, In response to the submission from Waka Kotahi NZ Transport Agency [275.16] I have also recommended an amendment to TRAN-O4 (shown in black tracked changes below) that also broadly addresses the intent of CIAL's submission.</p> <p>I recommend that the TRAN chapter of the Proposed District Plan be amended by changing the wording of TRANS-O4 as follows:</p> <table border="1" data-bbox="2033 835 2516 1222"> <tr> <td><b>TRAN-O4</b></td> <td><b>Effects of activities on the transport system</b> Adverse effects on the District's transport system from <u>incompatible<sup>8</sup></u> activities, including reverse sensitivity <u>effects<sup>9</sup></u>, are avoided, remedied or mitigated, <u>so the safety, efficiency and resilience of the transport system is not constrained or compromised<sup>10</sup></u>.</td> </tr> </table>	<b>TRAN-O4</b>	<b>Effects of activities on the transport system</b> Adverse effects on the District's transport system from <u>incompatible<sup>8</sup></u> activities, including reverse sensitivity <u>effects<sup>9</sup></u> , are avoided, remedied or mitigated, <u>so the safety, efficiency and resilience of the transport system is not constrained or compromised<sup>10</sup></u> .	Yes
<b>TRAN-O4</b>	<b>Effects of activities on the transport system</b> Adverse effects on the District's transport system from <u>incompatible<sup>8</sup></u> activities, including reverse sensitivity <u>effects<sup>9</sup></u> , are avoided, remedied or mitigated, <u>so the safety, efficiency and resilience of the transport system is not constrained or compromised<sup>10</sup></u> .								
254.36	Christchurch International Airport Limited	TRAN-P15	<p>Amend TRAN-P15:</p> <p><del>"Ensure, to the extent considered reasonably practicable, that other activities do not compromise the safe, effective and efficient operation, maintenance, repair, upgrading or development of the transport system, including through:</del></p> <p>...</p> <p><del>2. avoiding, remedying or mitigating adverse effects, including reverse sensitivity effects, on the safe, effective and efficient transport system and providing for ease of access for service and emergency service vehicles."</del></p>	Submission point not addressed in the TRAN s42A report.	Submission point was not addressed in the TRAN s42A report or Right of Reply report	<p>I consider reference to ‘the extent practicable’ needs to be retained as this reflects that not all effects of other activities on the transport system may be able to be managed to the extent desired.</p> <p>Deletion of ‘remedying or mitigating’ from clause 2 is not accepted. This would limit management approaches to ‘avoid’ which has the effect of being prohibitive which may not always be possible or appropriate. It is preferred that a full range of management options remain available.</p>	Yes		

<sup>5</sup> Page 51 of [https://www.waimakariri.govt.nz/\\_data/assets/pdf\\_file/0020/158105/STREAM-10A-EVIDENCE-14-SUBMITTER-254-CIAL-J-KYLE-PLANNING-DIRECTOR-MITCHELL-DAYSH.pdf](https://www.waimakariri.govt.nz/_data/assets/pdf_file/0020/158105/STREAM-10A-EVIDENCE-14-SUBMITTER-254-CIAL-J-KYLE-PLANNING-DIRECTOR-MITCHELL-DAYSH.pdf)

<sup>7</sup> Page 52 of [https://www.waimakariri.govt.nz/\\_data/assets/pdf\\_file/0020/158105/STREAM-10A-EVIDENCE-14-SUBMITTER-254-CIAL-J-KYLE-PLANNING-DIRECTOR-MITCHELL-DAYSH.pdf](https://www.waimakariri.govt.nz/_data/assets/pdf_file/0020/158105/STREAM-10A-EVIDENCE-14-SUBMITTER-254-CIAL-J-KYLE-PLANNING-DIRECTOR-MITCHELL-DAYSH.pdf)

<sup>8</sup> CIAL [254.35]

<sup>9</sup> CIAL [254.35]

<sup>10</sup> Waka Kotahi NZ Transport Agency [275.16]

			<p>Mr Kyles evidence on this submission point states:</p> <p><i>“CIAL’s submission with respect to this matter was not addressed during Hearing Stream 5. It is assumed that it has been allocated to Hearing Stream 10A.</i></p> <p><i>I support the relief sought by CIAL with respect to this provision. Christchurch International Airport both part of the transport system and as well as regionally significant, critical and strategic infrastructure. Use of the language “to the extent considered reasonably practicable” establishes too low a threshold for the management of activities that could have an effect on the Airport. This “loose” policy approach runs contrary to the management framework that CIAL has proposed and that I generally support for noise sensitive activities and bird strike within the PDP.”<sup>11</sup></i></p>			<p>I support the inclusion of the term ‘effective’ in the first part of the policy is supported, as this gives effect to Objective 5.2.3. of the RPS which requires ‘A safe, efficient and effective transport system...’.</p> <p>However, inclusion of the terms ‘safe, effective and efficient’ in clause 2 is not necessary as these terms are already in the first part of the policy.</p> <p>I recommend that the TRAN chapter of the Proposed District Plan be amended by changing the wording of TRANS-P15 as follows:</p> <table border="1"> <tr> <td><b>TRAN-P15</b></td> <td> <p><b>Effects of activities on the transport system</b></p> <p>Ensure, to the extent considered reasonably practicable, that other activities do not compromise the safe, <a href="#">effective<sup>12</sup></a> and efficient operation, maintenance, repair, upgrading or development of the transport system, including through:</p> <ol style="list-style-type: none"> <li>1. managing access to the road corridor, and activities and development adjacent to road/rail level crossings, particularly where it is necessary to achieve protection of the safe and efficient functioning of the transport system, including those parts of the transport system that form part of critical infrastructure, strategic infrastructure and regionally significant infrastructure;</li> <li>2. avoiding, remedying or mitigating adverse reverse sensitivity effects on the transport system; and</li> <li>3. providing for ease of access for service and emergency service vehicles.</li> </ol> </td> </tr> </table>	<b>TRAN-P15</b>	<p><b>Effects of activities on the transport system</b></p> <p>Ensure, to the extent considered reasonably practicable, that other activities do not compromise the safe, <a href="#">effective<sup>12</sup></a> and efficient operation, maintenance, repair, upgrading or development of the transport system, including through:</p> <ol style="list-style-type: none"> <li>1. managing access to the road corridor, and activities and development adjacent to road/rail level crossings, particularly where it is necessary to achieve protection of the safe and efficient functioning of the transport system, including those parts of the transport system that form part of critical infrastructure, strategic infrastructure and regionally significant infrastructure;</li> <li>2. avoiding, remedying or mitigating adverse reverse sensitivity effects on the transport system; and</li> <li>3. providing for ease of access for service and emergency service vehicles.</li> </ol>	
<b>TRAN-P15</b>	<p><b>Effects of activities on the transport system</b></p> <p>Ensure, to the extent considered reasonably practicable, that other activities do not compromise the safe, <a href="#">effective<sup>12</sup></a> and efficient operation, maintenance, repair, upgrading or development of the transport system, including through:</p> <ol style="list-style-type: none"> <li>1. managing access to the road corridor, and activities and development adjacent to road/rail level crossings, particularly where it is necessary to achieve protection of the safe and efficient functioning of the transport system, including those parts of the transport system that form part of critical infrastructure, strategic infrastructure and regionally significant infrastructure;</li> <li>2. avoiding, remedying or mitigating adverse reverse sensitivity effects on the transport system; and</li> <li>3. providing for ease of access for service and emergency service vehicles.</li> </ol>								
373.36	KiwiRail Holdings Limited	TRAN-P15	Retain TRAN-P15 as notified.	The submission is addressed in the body of the report but is missing from Appendix B.	Accept	No changes sought to the notified provision.	No		

<sup>11</sup> Page 52 and 53 of [https://www.waimakariri.govt.nz/\\_data/assets/pdf\\_file/0020/158105/STREAM-10A-EVIDENCE-14-SUBMITTER-254-CIAL-J-KYLE-PLANNING-DIRECTOR-MITCHELL-DAYSH.pdf](https://www.waimakariri.govt.nz/_data/assets/pdf_file/0020/158105/STREAM-10A-EVIDENCE-14-SUBMITTER-254-CIAL-J-KYLE-PLANNING-DIRECTOR-MITCHELL-DAYSH.pdf)

<sup>12</sup> Christchurch International Airport Ltd [254.36]



Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
<b>Missed further submissions</b>							
160.4 <sup>1314</sup>	Rolleston Industrial Developments Ltd	TRAN-R3	Seeks recognition of the character of Ohoka through provision for specific road types within the Ohoka Outline Development Plan area (refer to map in Annexure B of the submission, which is part of proposed Private Plan Change 31 to the Operative District Plan) that may not comply with road formation standards.  Amend TRAN-R3 to allow for appropriate standards to be developed for the Ohoka Outline Development Plan area at subdivision stage (refer to map in Annexure B of the submission, which is part of proposed Private Plan Change 31 to the Operative District Plan).	8.3	Reject	The proposed Ohoka development is subject to proposed Private Plan Change 31 to the Operative District Plan, separate to the proposed District Plan. Decisions on that have not yet been made. Therefore, it would be premature to make amendments to the proposed Plan that recognise the Ohoka proposal the outcome of which is not yet known.	No
408.9 <sup>15</sup>	Bellgrove Rangiora Ltd	TRAN-R6	The visibility splay shown in Figure TRAN-4 is appropriate for commercial or industrial accesses, but is oversized and too large for residential accesses. While the requirement in Figure TRAN-4 is only triggered for residential accessways where a vehicle accessway serves three or more sites, it would be appropriate to differentiate between the required visibility splay for commercial / industrial land use and residential. Specific visibility splay requirements that acknowledge the different types of land use and consequential number of movements from proposed vehicle accesses is better rather than a blunt approach.  Amend TRAN-R6 to include a visibility splay requirement for residential land use vehicle accessways to allow clear visibility above 1m within a triangle at least 1.5m wide either side of the entrance, and for a length at least 2m from the road boundary (consistent with the Christchurch District Plan).	8.5	Reject	The Transport rules of the operative Christchurch District Plan only appear to contain one visibility splay (Appendix 7.5.9 of the CCC District Plan) and this one appears to be bigger than in the proposed Waimakariri District Plan. While both extend for a width of 2m either side of the accessway, the Christchurch one extends 5m inside the site while the Waimakariri one extends 2.5m inside the site. On this basis it appears the proposed Waimakariri requirement is less onerous than the Christchurch District Plan alternative suggested.	No
408.8 <sup>16</sup>	Bellgrove Rangiora Ltd	Planning Map	MainPower have confirmed the Major Electricity Distribution Line Overlay (66kV/33kV) and the Major Electricity Distribution Setback Corridor shown within the North East Rangiora Development Area (running along the eastern boundary of Part RS 267 (52 Kippenberger Avenue)) will be decommissioned and removed in its entirety. Delete the major electricity distribution corridor and distribution line shown through Bellgrove North (removing a requirement for assessment against EI-R54 and EIR56).	10.4	Accept	The section of 'major electricity distribution line' shown between Kippenberger Ave in the south and Coldstream Road in the north will be deleted from the planning map. Bellgrove and Mainpower have provided written confirmation of the removal of this section of line. Mainpower has also lodged a further submission in support of Bellgrove's submission.  The setback corridor is also to be deleted from the map – see 249.111.	Yes

<sup>13</sup> Oppose – JW and CE Docherty [FS 36], [I.W and L.M Bisman \[FS 38\]](#), WDC [FS 48], Philip and Michelle Driver [FS 51], Elizabeth Liddell [FS 56], Mervyn Emms [FS 59], [Martin Hewitt \[FS 60\]](#), Catherine Mullins [FS 61], Oxford-Ohoka Community Board [FS 62], James Armstrong [FS 65], Sarah Maria Brantley [FS 69], Beverley Gail Brantley [FS 70], Albert George Brantley [FS 71], Steven Holland [FS 72], Michelle Holland [FS 73], Val and Ray Robb [FS 74], Edward and Justine Hamilton [FS 75], [Ohoka Residents Association \[FS 84\]](#), Mary Koh [FS 98], JW and CE Docherty [FS 108], Gordon Alexander [FS 112], Andrea Marsden [FS 119], Christopher Marsden [FS 120], Rob Hall [FS 128], [David and Elaine Brady \[FS 130\]](#), [Jan Hadfield \[FS 132\]](#), [Emma Wood \[FS 136\]](#), [Ohoka Residents Association \[FS 137\]](#) – Officer recommendation – reject

<sup>14</sup> [Support - David Cowley \[FS 41\] – Officer recommendation – reject](#)

<sup>15</sup> [Support – R & G Spark \[FS 37\] – Officer recommendation – reject](#)

<sup>16</sup> Support – MainPower NZ Ltd [FS 58], [R & G Spark \[FS 37\]](#) – Officer recommendation – accept