

6.1.2 Objectives and Policies

6.1.2.1 Objective - Adverse noise effects

- a. Adverse noise effects on the amenity values and health of people and communities are managed to levels consistent with the anticipated outcomes for the receiving environment.

6.1.2.1.1 Policy - Managing noise effects

- a. Manage adverse noise effects by:
 - i. limitations on the sound level, location and duration of noisy activities;
 - ii. requiring sound insulation for sensitive activities or limiting their location relative to activities with elevated noise levels.

6.1.2.1.2 Policy - Noise during night hours

- a. Achieve lower noise levels during night hours to protect sleep, and the amenity values of residential and other sensitive environments, so far as is practicable.

6.1.2.1.3 Policy - Entertainment and hospitality activities in precinct areas and key locations in the Central City

- a. Enable entertainment and hospitality activities, and temporary events including those at identified facilities (refer to [Rule 6.1.6.2.3 Temporary activities](#)), that contribute to Christchurch's economic, social, and cultural well-being to occur in the Central City Entertainment and Hospitality Precincts while ensuring the adverse noise effects of activities on the surrounding community and environment are managed to levels consistent with the anticipated outcomes for the receiving environment.
- b.
 - i. Enable the Canterbury Multi-Use Arena (CMUA) to attract and host a wide range of sporting events, concerts and other entertainment events and activities, so that it can act as a catalyst for regeneration, make a significant contribution to the vibrancy of the Central City, and promote the sporting and cultural identity of Christchurch.
 - ii. Ensure that noise from the CMUA is managed to levels, durations and frequencies which, in combination with insulation requirements and a Noise Management Plan, mitigate adverse effects on the amenity values of neighbouring inner city residential areas.

6.1.2.1.4 Policy - Activities in key locations outside the Central City

- a. Enable land use activities at identified facilities (Refer to [Rule 6.1.6.2.3 Temporary activities](#)) outside the Central City that contribute to Christchurch's economic, social, and cultural wellbeing while ensuring the adverse noise effects of activities on the surrounding community and environment are managed to levels consistent with the anticipated outcomes for the receiving environment.

6.1.2.1.5 Policy - Airport noise

- a. Require the management of aircraft operations and engine testing at Christchurch International Airport, so that:
 - i. noise generated is limited to levels that minimise sleep disturbance and adverse effects on the amenity values of residential and other sensitive environments so far as is practicable;
 - ii. where practicable, adverse noise effects are reduced over time.
- b. Mitigate adverse noise effects from the operations of the Christchurch International Airport on sensitive activities, by:

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- i. prohibiting new sensitive activities within the Air Noise Boundary and within the 65 dB L_{dn} engine testing contour; and
- ii. requiring noise mitigation for new sensitive activities within the 55 dB L_{dn} air noise contour and within the 55 dB L_{dn} engine testing contour; and
- iii. requiring Christchurch International Airport Limited (CIAL) to offer appropriate acoustic treatment in respect of residential units existing as at 6 March 2017 within the 65 dB L_{dn} Annual Airport Noise Contour, and within the 60 dB L_{dn} engine testing contour.

Advice note:

1. [Policy 17.2.2.10](#) also mitigates noise effects from the operations of Christchurch International Airport on rural land.

7.2 Objectives and Policies

7.2.1 Objective - Integrated transport system for Christchurch District

- a. An integrated transport system for Christchurch District:
 - i. that is safe and efficient for all transport modes;
 - ii. that is responsive to the current recovery needs, future needs, and enables economic development, in particular an accessible Central City able to accommodate projected population growth;
 - iii. that supports safe, healthy and liveable communities by maximising integration with land use;
 - iv. that reduces dependency on private motor vehicles and promotes the use of public and active transport;
 - v. that is managed using the one network approach.

Advice note:

1. The "One Network Approach" is an approach where the transport network is considered as a whole. The aim of this approach is to ensure that the management and provision of all transport infrastructure (including all transport modes) is well connected and undertaken in an efficient and integrated manner. For more guidance on how the "one network approach" is applied, please refer to the [Greater Christchurch Transport Statement 2012](#) and [Christchurch Transport Strategic Plan 2012](#).

7.2.1.1 Policy - Establishment of a road classification system

- a. Identify a road network that connects people and places and recognises different access and movement functions for all people and transport modes, whilst:
 - i. supporting the safe and efficient operation of the transport network;
 - ii. providing for public places in accordance with the function of the road to enable community activities including opportunities for people to interact and spend time;
 - iii. providing space for utility services;
 - iv. reflecting neighbourhood identity and amenity values;
 - v. recognising cross-boundary connections with adjoining districts; and
 - vi. providing for the efficient and effective functioning of the strategic transport network, including for freight.
- b. Recognise the Central City in the road classification system by establishing a people-focused and slow vehicle inner zone which provides safe and effective access and movement for all forms of transport.

Advice note:

1. Refer to [Appendix 7.5.12](#) for a description of the road classification system.
2. [Policy 7.2.1.1](#) also achieves [Objective 7.2.2](#).

7.2.1.2 Policy - High trip generating activities

- a. Manage the adverse effects of high trip generating activities, except for permitted activities within the Central City, on the transport system by assessing their location and design with regard to the extent that they:
 - i. are permitted¹ by the zone in which they are located;
 - ii. are located in urban areas and generate additional vehicle trips beyond what is already established or consented,

unless the already established or consented vehicle trips are specifically included in rule thresholds;

- iii. are accessible by a range of transport modes and encourage public and active transport use;
- iv. do not compromise the safe, efficient and effective use of the transport system;
- v. provide patterns of development that optimise use of the existing transport system;
- vi. maximise positive transport effects;
- vii. avoid significant adverse transport effects of activities where they are not permitted by the zone in which they are located;
- viii. mitigate other adverse transport effects, such as effects on communities, and the amenity values of the surrounding environment, including through travel demand management measures;
- ix. provide for the transport needs of people whose mobility is restricted; and
- x. integrate and coordinate with the transport system, including proposed transport infrastructure and service improvements.

¹ Refers to the activity being listed as a permitted activity in the activity status table for the zone in which it is located.

Advice note:

[Policy 7.2.1.2](#) also achieves [Objective 7.2.2](#).

7.2.1.3 Policy - Vehicle access and manoeuvring

- a. Provide vehicle access and manoeuvring, including for emergency service vehicles, compatible with the road classification, which ensures safety, and the efficiency of the transport system.

Advice note:

- 1. Policy 7.2.1.3 also achieves [Objective 7.2.2](#).

7.2.1.4 Policy - Requirements for car parking and loading

- a. Outside the Central City:
 - i. Require mobility parking spaces and loading spaces which provide for the expected needs of an activity in a way that manages adverse effects.
- b. Within the Central City:
 - i. Enable activities to provide car parking spaces and loading spaces, whilst minimising any adverse effects on the efficiency and safety of the transportation networks, including public transport, to the extent practicable.
 - ii. Manage the development of commercial car parking buildings and parking lots within the Central City so that they:
 - A. support the recovery of the Central City;
 - B. are easily accessible for businesses within the Central City;
 - C. minimise any adverse effects on the efficiency and safety of the transportation networks of all users, to the extent practicable;
 - D. protect the amenity values of the Central City;
 - E. reduce the need for activities to provide their own on-site parking;
 - F. do not significantly adversely affect the demand for public transport to, from or within the Central City.
 - iii. Allow for temporarily vacant sites to be used for car parking areas within the Central City until 30 April 2018.

Advice note:

1. Policy 7.2.1.4 also achieves [Objective 7.2.2](#).

7.2.1.5 Policy - Design of car parking areas and loading areas

- a. Require that car parking areas and loading areas are designed to:
 - i. operate safely and efficiently for all transport modes and users;
 - ii. function and be formed in a way that is compatible with the character and amenity values of the surrounding environment; and
 - iii. be accessible for people whose mobility is restricted.

Advice note:

1. Policy 7.2.1.5 also achieves [Objective 7.2.2](#).

7.2.1.6 Policy - Promote public transport and active transport

- a. Promote public and active transport by:
 - i. ensuring new, and upgrades to existing, road corridors provide sufficient space and facilities to promote safe walking, cycling and public transport, in accordance with the road classification where they contribute to the delivery of an integrated transport system;
 - ii. ensuring activities provide an adequate amount of safe, secure, and convenient cycle parking and, outside the Central City, associated end of trip facilities;
 - iii. encouraging the use of travel demand management options that help facilitate the use of public transport, cycling, walking and options to minimise the need to travel; and
 - iv. requiring new District Centres to provide opportunities for a public transport interchange.
 - v. encouraging the formation of new Central City lanes and upgrading of existing lanes in the Central City, where appropriate, to provide for walking and cycling linkages and public spaces.
 - vi. developing a core pedestrian area within the Central City which is compact, convenient and safe, with a wider comprehensive network of pedestrians and cycle linkages that are appropriately sized, direct, legible, prioritized, safe, have high amenity, ensure access for the mobility impaired and are free from encroachment.

Advice note:

1. Policy 7.2.1.6 also achieves [Objective 7.2.2](#).

7.2.1.7 Policy - Rail level crossings

- a. Improve or maintain safety at road/rail level crossings by:
 - i. requiring safe visibility at uncontrolled level crossings;
 - ii. managing vehicle accesses close to level crossings; and
 - iii. managing the creation of new level crossings.

Advice note:

1. Policy 7.2.1.7 also achieves [Objective 7.2.2](#).

7.2.1.8 Policy - Effects from transport infrastructure

- a. Avoid or mitigate adverse effects and promote positive effects from new transport infrastructure and changes to existing transport infrastructure on the environment, including:
 - i. air and water quality;
 - ii. connectivity of communities;
 - iii. noise, vibration and glare;
 - iv. amenity and effects on the built environment;
 - v. well-being and safety of users.

Advice note:

- 1. Policy 7.2.1.8 also achieves [Objective 7.2.2](#).

7.2.2 Objective - Adverse effects from the transport system

- a. Enable Christchurch District's transport system to provide for the transportation needs of people and freight whilst managing adverse effects from the transport system.

7.2.2.1 Policy - Effects from the strategic transport network

- a. To manage any adverse effects from the ongoing use, repair, and development of the strategic transport network, whilst recognising the national and regional scale and economic importance of this network, and the role of the strategic transport network in the recovery of Christchurch.

7.2.2.2 Policy - Activities within the Transport Zone

- a. Enable activities for transport purposes and ancillary activities within the Transport Zone that seek to provide, maintain or improve:
 - i. the safety, amenity values, efficiency and functionality of the Transport Zone, in particular the strategic transport network; and
 - ii. structures, facilities, services and installations of the transport network.
- b. Enable non-transport related activities which contribute to public amenity values and/or provide a public place for community activities, including opportunities for people to interact and spend time whilst not having an adverse effect on:
 - i. the safety, amenity, efficiency and functionality of the transport function of the Zone; and
 - ii. the potential for the full width of the Transport Zone to be utilised for transport use in the future.
- c. Outside the Central City, where land in the Transport Zone is not immediately required for transport purposes, enable non-transport related activities that:
 - i. will not give rise to reverse sensitivity effects that would undermine transport activities in the zone;
 - ii. do not prevent land designated for transport purposes reverting to a transport use when required;
 - iii. do not undermine the future transport use of the land designated for transport purposes; and
 - iv. are consistent with the activities provided for in the adjoining zones.
- d. Ensure the development of the Central City South Frame Pedestrian Precinct as shown on the planning maps provides, in particular, for safe and convenient pedestrian and cycle access through the South Frame.

7.2.2.3 Policy - Effect on adjacent land uses to the Transport Zone

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- a. Manage the adverse effect(s) of an activity within the Transport Zone so that the effects of the activity are consistent with the amenity values and activity of adjacent land uses, whilst providing for the transport network, in particular the strategic transport network to function efficiently and safely.
- b. To ensure adjacent land uses are designed, located and maintained in such a way as to avoid reverse sensitivity effects on the strategic transport network.

Advice note:

1. Policies [7.2.1.1](#), [7.2.1.2](#), [7.2.1.3](#), [7.2.1.4](#), [7.2.1.5](#), [7.2.1.6](#), [7.2.1.7](#), [7.2.1.8](#) also apply to [Objective 7.2.2](#).
2. Policies [7.2.2.2](#), [7.2.2.3](#) also apply to [Objective 7.2.1](#).
3. For more details on the Council's vision, expectation and plans for transport, during the recovery period and longer term, please refer to the '[Christchurch Transport Strategic Plan](#)'.

13.7.2 Objectives and Policies

13.7.2.1 Objective - Tertiary education and research activities

- a. Tertiary education and research activities are able to efficiently use tertiary education and research facilities, and are able to grow and diversify while having regard to the amenity values and character of the surrounding environment.

13.7.2.1.1 Policy - Tertiary education and research activities and facilities and amenity and character of the surrounding environment

- a. Enable tertiary education and research activities and facilities to develop, while:
 - i. Minimising adverse effects from education sites on neighbourhood amenity values; and
 - ii. Having regard to the benefits of open space, landscaping and mature trees on the streetscape, and on the character and visual amenity of the campus and the surrounding area.

13.7.2.2 Objective - The contribution of tertiary education and research institutions

- a. Tertiary education and research institutions make positive social and economic contributions to Christchurch, including as hubs for a diverse range of community activities.

13.7.2.2.1 Policy - Community use of tertiary education and research facilities

- a. Provide for community use of education land and buildings where such use is compatible with, and secondary to, the use of the site for education activity.

13.7.2.3 Objective - Changing needs for educational land and buildings

- a. Tertiary education and research providers have some flexibility, and the community some certainty, as to the future use of tertiary education and research facilities if land or buildings become surplus.

13.7.2.3.1 Policy - Additional development provisions

- a. Enable land or buildings no longer required for a tertiary education and research activity to be developed for other uses where those uses are consistent with the provisions applicable in the surrounding environment.

14.2 Objectives and Policies

14.2.1 Objective - Housing supply

- a. An increased supply of housing that will:
 - i. enable a wide range of housing types, sizes, and densities, in a manner consistent with Objectives 3.3.4(a) and 3.3.7;
 - ii. meet the diverse needs of the community in the immediate recovery period and longer term, including social housing options; and
 - iii. assist in improving housing affordability.

14.2.1.1 Policy - Housing distribution and density

- a. Provide for the following distribution of different areas for residential development, in accordance with the residential zones identified and characterised in Table 14.2.1.1a, in a manner that ensures:
 - i. new urban residential activities only occur in existing urban areas or in greenfield priority areas identified in Map A of the Canterbury Regional Policy Statement;
 - ii. high density residential development in the Central City, that achieves an average net density of at least 50 households per hectare for intensification development;
 - iii. medium density residential development in and near identified commercial centres in existing urban areas where there is ready access to a wide range of facilities, services, public transport, parks and open spaces, that achieves an average net density of at least 30 households per hectare for intensification development;
 - iv. a mix of low and medium residential density development in greenfield neighbourhoods, that achieves a net density (averaged over the Outline development plan) of at least 15 households per hectare;
 - v. greenfield land that is available for further residential development up to 2028;
 - vi. low density residential environments in other existing suburban residential areas and in the residential areas of Banks Peninsula, and in small settlements are maintained, but limited opportunities are provided for smaller residential units that are compatible with the low density and township suburban environment; and
 - vii. within Banks Peninsula, limited low density residential development adjacent to existing residential townships and small settlements, that complements the surrounding environment, is able to be efficiently serviced by public infrastructure and in some limited circumstances private infrastructure; and is in locations not subject to significant risks to life safety and property damage from natural hazards.

Table 14.2.1.1a

Residential Suburban Zone	<p>Provides for the traditional type of housing in Christchurch in the form of predominantly single or two storeyed detached or semi-detached houses, with <u>garage</u>, ancillary <u>buildings</u> and provision for gardens and <u>landscaping</u>.</p> <p>The changing demographic needs and increasing demand for housing in Christchurch are provided for through a range of housing opportunities, including better utilisation of the existing housing stock. A wider range of housing options will enable a typical family home to be retained, but also provide greater housing stock for dependent relatives, rental accommodation, and homes more suitable for smaller households (including <u>older persons</u>).</p>
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Residential Suburban Density Transition Zone	Covers some inner suburban residential areas between the Residential Suburban Zone and the Residential Medium Density Zone, and areas <u>adjoining</u> some <u>commercial centres</u> . The zone provides principally for low to medium density residential development. In most areas there is potential for infill and redevelopment at higher densities than for the Residential Suburban Zone.
Residential Medium Density Zone	Located close to the <u>Central City</u> and around other larger <u>commercial centres</u> across the city. The zone provides a range of housing options for people seeking convenient access to services, facilities, employment, <u>retailing</u> , entertainment, parks and public transport. The zone provides for medium scale and density of predominantly two or three storey <u>buildings</u> , including semi-detached and terraced housing and low-rise apartments, with innovative approaches to comprehensively designed, high quality, medium density residential development also encouraged. Residential intensification is anticipated through well-designed redevelopments of existing <u>sites</u> , and more particularly through comprehensive development of multiple adjacent <u>sites</u> . Zone standards and urban design assessments provide for new residential development that is attractive, and delivers safe, secure, private, useable and well landscaped <u>buildings</u> and settings.
Residential Central City Zone	Located within the <u>Central City</u> , the Residential Central City Zone has been developed to contribute to Christchurch's liveable city values. Providing for a range of housing types, including attractive, high density living opportunities, the zone utilises the potential for living, working and playing in close proximity to the commercial centre of the city. The character, scale and intensity of non-residential activities is controlled in order to mitigate effects on the character and amenity of the inner city residential areas.
Residential New Neighbourhood Zone	The Residential New Neighbourhood Zone generally includes new areas of <u>greenfield</u> land where large-scale residential development is planned. The zone will allow a wide range of residential house types and section sizes to provide for a wide spectrum of household sizes and affordable housing. People will therefore be able to remain within the neighbourhood throughout their lifetime as they move to housing types that suit their life stage. These areas are intended to achieve higher overall residential densities than traditionally achieved in suburban developments.
Residential Banks Peninsula Zone	Includes urban and suburban living, commuter accommodation and the small harbour settlements. The zone includes the settlements of Lyttelton and Akaroa which each have a distinctive urban character. Lyttelton has a more urban atmosphere and a distinct urban-rural boundary. The residential areas are characterised by small lot sizes and narrow streets. Akaroa is a smaller settlement characterised by its historic colonial form and architecture, relatively narrow streets, distinctive residential <u>buildings</u> and well-treed properties. Akaroa is a focal point for visitors to the region and the district. The character of these two settlements is highly valued and the <u>District Plan</u> provisions seek to retain that character. Opportunities for residential expansion around Lyttelton and Akaroa are constrained by the availability of reticulated services and land suitability. The smaller settlements around Lyttelton harbour provide a variety of residential opportunities. Residential areas at Cass Bay, Corsair Bay, Church Bay and Diamond Harbour offer a lower density residential environment with relatively large lots. Each settlement differs as a reflection of its history, the local topography, the relationship with the coast and the type of residential living offered. Non-residential activities that are not compatible with the character of the Residential <u>Banks Peninsula</u> Zone are controlled in order to mitigate adverse effects on the character and amenity of the area.

Residential Hills Zone	Covers all the living environments that are located on the slopes of the Port Hills from Westmorland in the west to Scarborough in the east. It provides principally for low density residential development that recognises the landscape values of the Port Hills, including opportunities for planting and <u>landscaping</u> , and control of reflectivity of roof finishes in order to blend <u>buildings</u> into the landscape. Provision is made for a range of housing options that will enable a typical family home to be retained, but also provide greater housing stock for dependent relatives, rental accommodation, and homes more suitable for smaller households (including <u>older persons</u>). Provision is also made for a range of appropriate non-residential activities.
Residential Large Lot Zone	Covers a number of areas on the Port Hills where there is an existing residential settlement that has a predominantly low density or semi-rural character as well as the Akaroa Hillslopes and rural residential areas of Samarang Bay and Allandale on <u>Banks Peninsula</u> .
Residential Small Settlement	Covers the many small settlements on <u>Banks Peninsula</u> , as well as the settlements of Kainga and Spencerville to the north of Christchurch. Lot sizes within the settlements are typically larger than urban areas reflecting their existing character and providing a lower density semi-rural living environment, with the exception of Kainga, where smaller lots are provided for. New development is consolidated in and around existing settlements. Control of roof reflectivity seeks to blend <u>buildings</u> into the rural landscape. Non-residential activities that are not compatible with the character of the settlements are controlled in order to mitigate adverse effects on amenity and the environment of the settlements.
Residential <u>Guest Visitor</u> Accommodation Zone (Plan Change 4 Council Decision subject to appeal)	Comprises a number of <u>sites</u> situated in residential locations that were previously either zoned or scheduled for <u>guest visitor accommodation</u> purposes in earlier district plans and continue to be used for <u>guest visitor accommodation</u> . The zone provides for the ongoing operation, intensification or redevelopment of these established activities, compatible with the character and amenity of <u>adjoining</u> residential zones. (Plan Change 4 Council Decision subject to appeal)

14.2.1.2 Policy - Establishment of new medium density residential areas

- a. Support establishment of new residential medium density zones to meet demand for housing in locations where the following amenities are available within 800 metres walkable distance of the area:
 - i. a bus route;
 - ii. a Key activity centre or larger suburban commercial centre;
 - iii. a park or public open space with an area of at least 4000m²; and
 - iv. a public full primary school, or a public primary or intermediate school.
- b. Avoid establishment of new residential medium density development in:
 - i. high hazard areas;
 - ii. areas where the adverse environmental effects of land remediation outweigh the benefits; or
 - iii. areas that are not able to be efficiently serviced by Council-owned stormwater, wastewater and water supply networks.
- c. Encourage comprehensively designed, high quality and innovative, medium density residential development within these areas, in accordance with Objective 14.2.4 and its policies.
- d. Provide for medium density residential development in defined arterial locations identified as suitable for larger scale community facilities and guest visitor accommodation.

Note: This policy also implements Objective 14.2.2.

(Plan Change 4 Council Decision subject to appeal)

14.2.1.3 Policy - Residential development in the Central City

- a. To restore and enhance residential activity in the Central City by:
 - i. providing flexibility for a variety of housing types which are suitable for a range of individual housing needs;
 - ii. providing for a progressive increase in the residential population of the Central City in support of Policy 14.2.1.1.a.ii.;
 - iii. assisting in the creation of new inner city residential neighbourhoods and the protection of amenity of inner city residential neighbourhoods; and
 - iv. encourage the comprehensive redevelopment of sites that are no longer required for non-residential purposes.

14.2.1.4 Policy - Residential development in Banks Peninsula

- a. Provide for limited growth and changes to residential townships and small settlements that:
 - i. improves the long term viability of the townships, settlements and their communities;
 - ii. provides new housing opportunities in locations that are not subject to significant risks to life-safety and property damage from natural hazards;
 - iii. integrates with the existing residential settlement and maintains a consolidated urban form; and
 - iv. does not compromise the dominance of the landscape setting, and avoids ribbon residential development along the coastline, on prominent spurs, ridges and skylines.

14.2.1.5 Policy - Needs of Ngāi Tahu whānui

- a. Enable the housing needs of Ngāi Tahu whānui to be met throughout residential areas and in other locations where there is an ongoing relationship with ancestral lands.

Note: This policy also implements Objective 14.2.2.

14.2.1.6 Policy - Provision of social housing

- a. Enable small scale, medium density social housing developments throughout residential areas as a permitted activity and social housing developments generally throughout residential areas.

Note: This policy also implements Objective 14.2.2

14.2.1.7 Policy - Non-household residential accommodation

- a. Enable sheltered housing, refuges, and student hostels to locate throughout residential areas, provided that the building scale, massing, and layout is compatible with the anticipated character of any surrounding residential environment.

Note: This policy also implements Objective 14.2.2.

14.2.1.8 Policy - Provision of housing for an aging population

- a. Provide for a diverse range of independent housing options that are suitable for the particular needs and characteristics of older persons throughout residential areas.
- b. Provide for comprehensively designed and managed, well-located, higher density accommodation options and accessory services for older persons and those requiring care or assisted living, throughout all residential zones.

- c. Recognise that housing for older persons can require higher densities than typical residential development, in order to be affordable and, where required, to enable efficient provision of assisted living and care services.

Note: This policy also implements Objective [14.2.2](#)

14.2.1.9 Policy - Monitoring

- a. Evaluate the effectiveness of the District Plan's residential provisions by monitoring the supply of additional housing through residential intensification, greenfield and brownfield development (including housing types, sizes and densities), and its contribution to:
 - i. meeting regional growth targets for greater Christchurch in the Greater Christchurch Settlement Plan Update and the Canterbury Regional Policy Statement;
 - ii. achieving a minimum of 55,950 additional dwellings by 2048 (Objective [3.3.4\(a\)](#));
 - iii. meeting the diverse and changing population and housing needs for Christchurch residents, in the immediate recovery period and longer term;
 - iv. improving housing affordability; and
 - v. meeting the housing intensification targets specified in Objective [3.3.7\(a\)\(iv\)](#).
- b. Undertake the monitoring and evaluation at such intervals as to inform any other monitoring requirements of other statutory instruments, and make the results publicly available.
- c. Have regard to the information from this monitoring when determining priority areas for residential intensification and provision for new and upgraded infrastructure.

14.2.2 Objective - Short term residential recovery needs

- a. Short-term residential recovery needs are met by providing opportunities for:
 - i. an increased housing supply throughout the lower and medium density residential areas;
 - ii. higher density comprehensive redevelopment of sites within suitable lower and medium density residential areas;
 - iii. medium density comprehensive redevelopment of community housing environments;
 - iv. new neighbourhood areas in greenfield priority area; and
 - v. temporary infringement of built form standards as earthquake repairs are undertaken.

Note: Policies [14.2.1.1](#), [14.2.1.2](#), [14.2.1.3](#), [14.2.1.4](#), [14.2.1.5](#), [14.2.1.6](#), [14.2.1.7](#), and [14.2.1.8](#) also implement Objective [14.2.2](#).

14.2.2.1 Policy - Short term recovery housing

- a. Provide for and incentivise a range of additional housing opportunities to meet short term residential recovery needs through redevelopment and additions to the existing housing stock and/or vacant land, that:
 - i. are appropriately laid out and designed to meet the needs of current and future residents; and
 - ii. avoid significant adverse effects on the character or amenity of existing residential areas.

14.2.2.2 Policy - Recovery housing - higher density comprehensive redevelopment

- a. Enable and incentivise higher density comprehensive development of suitably sized and located sites within existing residential areas, through an Enhanced development mechanism which provides:
 - i. high quality urban design and onsite amenity;
 - ii. appropriate access to local services and facilities;

- iii. development that is integrated with, and sympathetic to, the amenity of existing neighbourhoods and adjoining sites; and
 - iv. a range of housing types;
 - v. and which does not promote land banking, by being completed in accordance with a plan for the staging of the development.
- b. To avoid comprehensive development under the Enhanced development mechanism in areas that are not suitable for intensification for reasons of:
- i. vulnerability to natural hazards;
 - ii. inadequate infrastructure capacity;
 - iii. adverse effects on Character Areas; or
 - iv. reverse sensitivity effects on existing heavy industrial areas, Christchurch International Airport, arterial traffic routes, and railway lines.

14.2.2.3 Policy - Redevelopment and recovery of community housing environments

- a. Enable and incentivise comprehensive redevelopment of the existing community housing environments, through a Community housing redevelopment mechanism which:
- i. provides high quality urban design and on-site amenity;
 - ii. provides development that is integrated with, and sympathetic to, the amenity of adjacent neighbourhoods;
 - iii. maintains or increases the stock of community housing units;
 - iv. provides for an increased residential density; and
 - v. provides for a range of housing types including housing for lower income groups and those with specific needs.

14.2.2.4 Policy - Temporary infringement for earthquake repairs

- a. Enable temporary infringement of built form standards relating to building height and recession planes to facilitate the timely completion of repairs to earthquake damaged houses and ancillary buildings.

14.2.3 Objective - Strategic infrastructure

- a. Development of sensitive activities does not adversely affect the efficient operation, use, and development of Christchurch International Airport and Port of Lyttelton, the rail network, the National Grid and the identified 66kV and 33kV electricity distribution lines and the Heathcote to Lyttelton 11kV electricity distribution line, the state highway network, and other strategic infrastructure.

14.2.3.1 Policy - Avoidance of adverse effects on strategic infrastructure

- a. Avoid reverse sensitivity effects on strategic infrastructure including:
- i. Christchurch International Airport;
 - ii. the rail network;
 - iii. the major arterial road and minor arterial road network;
 - iv. the Port of Lyttelton;
 - v. the National Grid and the 66kV and 33kV electricity distribution lines and Heathcote to Lyttelton 11kV electricity distribution line identified on the planning maps.

14.2.4 Objective - High quality residential environments

- a. High quality, sustainable, residential neighbourhoods which are well designed, have a high level of amenity, enhance local character and reflect the Ngāi Tahu heritage of Ōtautahi.

Note: Policies [14.2.6.1](#), [14.2.6.2](#), [14.2.6.3](#), [14.2.6.6](#), and [14.2.6.8](#) also implement Objective [14.2.4](#).

14.2.4.1 Policy - Neighbourhood character, amenity and safety

- a. Facilitate the contribution of individual developments to high quality residential environments in all residential areas (as characterised in Table [14.2.1.1a](#)), through design:
 - i. reflecting the context, character, and scale of building anticipated in the neighbourhood;
 - ii. contributing to a high quality street scene;
 - iii. providing a high level of on-site amenity;
 - iv. minimising noise effects from traffic, railway activity, and other sources where necessary to protect residential amenity;
 - v. providing safe, efficient, and easily accessible movement for pedestrians, cyclists, and vehicles; and
 - vi. incorporating principles of crime prevention through environmental design.

14.2.4.2 Policy - High quality, medium density residential development

- a. Encourage innovative approaches to comprehensively designed, high quality, medium density residential development, which is attractive to residents, responsive to housing demands, and provides a positive contribution to its environment (while acknowledging the need for increased densities and changes in residential character), through:
 - i. consultative planning approaches to identifying particular areas for residential intensification and to defining high quality, built and urban design outcomes for those areas;
 - ii. encouraging and incentivising amalgamation and redevelopment across large-scale residential intensification areas;
 - iii. providing design guidelines to assist developers to achieve high quality, medium density development;
 - iv. considering input from urban design experts into resource consent applications;
 - v. promoting incorporation of low impact urban design elements, energy and water efficiency, and life-stage inclusive and adaptive design; and
 - vi. recognising that built form standards may not always support the best design and efficient use of a site for medium density development, particularly for larger sites.

14.2.4.3 Policy - Scale of home occupations

- a. Ensure home occupation activity is secondary in scale to the residential use of the property.

(Proposed Plan Change 5D)

14.2.4.4 Policy - Character of low and medium density areas

- a. Ensure, consistent with the zone descriptions in Table [14.2.1.1a](#), that:
 - i. low density residential areas are characterised by a low scale open residential environment with predominantly one or two storey detached or semi-detached housing, and significant opportunities for landscaping and good access to sunlight and privacy are maintained; and

- ii. medium density areas are characterised by medium scale and density of buildings with predominantly two or three storeys, including semi-detached and terraced housing and low rise apartments, and landscaping in publicly visible areas, while accepting that access to sunlight and privacy may be limited by the anticipated density of development and that innovative approaches to comprehensively designed, high quality, medium density residential development are also encouraged in accordance with Policy [14.2.4.2](#).

14.2.4.5 Policy - Character of residential development on the Port Hills

- a. Ensure that residential development on the Port Hills:
 - i. maintains the visual dominance of the Port Hills rural environment as a backdrop to the City;
 - ii. avoids buildings and structures on skylines of significant and outstanding natural landscapes;
 - iii. is of a density that provides opportunity for ample tree and garden planting;
 - iv. integrates with existing residential areas and where possible provides connections to public open space; and
 - v. where practicable, creates and improves connections to recreational, open space, ecological, and mahinga kai areas and recognises Sites of Ngāi Tahu Cultural Significance identified in [Appendix 9.5.6](#).

14.2.4.6 Policy - Character of residential development in Banks Peninsula

- a. Ensure that residential development in Banks Peninsula:
 - i. maintains and complements the rural and coastal character elements that are distinct and unique to the local area and existing residential settlements;
 - ii. maintains the landscape setting and does not visually dominate views from land and water;
 - iii. avoids buildings and structures on skylines of significant and outstanding natural landscapes;
 - iv. encourages innovative design and sustainable land-use development; and
 - v. where practicable, creates and improves connections to recreational, open space, ecological, and mahinga kai areas and recognises Sites of Ngāi Tahu Cultural Significance identified in [Appendix 9.5.6](#).

14.2.4.7 Policy - Residential character areas in Christchurch City, Akaroa and Lyttelton

- a. Maintain and enhance the identified special character values of residential areas arising from the following elements:
 - i. the continuity or coherence of the character;
 - ii. the pattern of subdivision, open space, buildings and streetscape;
 - iii. the landforms or features that contribute to the qualities of the landscape and built form;
 - iv. the scale, form and architectural values of buildings and their landscape setting;
 - v. the qualities of the streetscape; and
- b. Within the Lyttelton and Akaroa Character Areas:
 - i. maintains and enhances the relationship to historic heritage;
 - ii. retains buildings and settings of high character value;
 - iii. retains important views from public places;
 - iv. reflects the existing small scale of development and integration with the landscape.

14.2.4.8 Policy - Best practice for health, building sustainability, energy and water efficiency

- a. Promote new residential buildings that:
 - i. provide for occupants' health, changing physical needs, and life stages; and

- ii. are energy and water efficient;
- iii. through non-regulatory methods including incentives.

14.2.5 Objective - Residential New Neighbourhood Zone

- a. Co-ordinated, sustainable and efficient use and development is enabled in the Residential New Neighbourhood Zone.

14.2.5.1 Policy - Outline development plans

- a. Use and development shall be in accordance with the development requirements in the relevant Outline development plan, or otherwise achieve similar or better outcomes, except as provided for in Clause b. in relation to any interim use and development.
- b. Interim use and development shall not compromise the timely implementation of, or outcomes sought by, the Outline development plan.
- c. Recognise that quarrying activities and other interim activities may be a suitable part of preparing identified greenfield priority areas for urban development, provided that their adverse effects can be adequately mitigated and they do not compromise use of the land for future urban development.

14.2.5.2 Policy - Comprehensive residential development

- a. Encourage comprehensive residential developments that are in accordance with the relevant outline development plan as a means of achieving co-ordinated, sustainable and efficient development outcomes.

14.2.5.3 Policy - Development density

- a. In residential development areas, achieve a minimum net density of 15 households per hectare, when averaged across the whole of the residential development area within the relevant outline development plan, except:
 - i. in the Residential New Neighbourhood (Prestons) Zone where the minimum net density is between 13 and 15 households per hectare; and
 - ii. in areas shown on an Outline development plan as being subject to development constraints.
- b. Except as provided for in (a)(i) and (ii) above, any use and development which results in a net density lower than the required net density shall demonstrate, through the use of legal mechanisms as appropriate, that the net density required across residential development areas of the outline development plan can still be achieved.
- c. Except as provided for in (a) and (b) above, a proposal for use and development which results in a net density lower than the required net density will result in other owners of greenfield (undeveloped) land within the outline development plan area being identified as affected parties (where they have not given written approval).
- d. Encourage higher density housing to be located to support, and have ready access to, commercial centres, community facilities, public transport and open space; and to support well-connected walkable communities.

14.2.5.4 Policy - Neighbourhood quality and design

- a. Ensure that use and development:
 - i. contributes to a strong sense of place, and a coherent, functional and safe neighbourhood;
 - ii. contributes to neighbourhoods that comprise a diversity of housing types;
 - iii. retains and supports the relationship to, and where possible enhances, recreational, heritage and ecological features and values; and

- iv. achieves a high level of amenity.

14.2.5.5 Policy - Infrastructure servicing for developments

- a. Ensure that developments are serviced with all required infrastructure in an effective and efficient manner.

14.2.5.6 Policy - Integration and connectivity

- a. Ensure effective integration within and between developments and existing areas, including in relation to public open space networks, infrastructure and movement networks.
- b. Ensure that the boundaries between new and existing developments are, where appropriate, managed to avoid or mitigate adverse effects.
- c. Avoid significant adverse effects and remedy or mitigate other adverse effects on existing businesses, rural activities or infrastructure.

14.2.5.7 Policy - Ngā kaupapa / protection and enhancement of sites, values and other taonga of significance to tangata whenua

- a. Ensure:
 - i. protection of Sites of Ngāi Tahu Cultural Significance identified in [Schedule 9.5.6.1](#), and recognition of other Sites of Ngāi Tahu Cultural Significance identified in [Appendix 9.5.6](#) using culturally appropriate methods;
 - ii. identification and utilisation of opportunities to enhance sites, values and other taonga of cultural significance to Ngāi Tahu; and
 - iii. protection of the relationship of tangata whenua with freshwater, including cultural wellbeing and customary use opportunities.

14.2.6 Objective - Non-residential activities

- a. Residential activities remain the dominant activity in residential zones, whilst also recognising the need to:
 - i. provide for community facilities and home occupations which by their nature and character typically need to be located in residential zones; ~~and~~
 - ii. ~~provide for visitor accommodation~~ in accordance with Objective 14.2.9 and Policies 14.2.9.1 to 14.2.9.4; and
 - iii. restrict other non-residential activities, unless the activity has a strategic or operational need to locate within a residential zone ~~or is existing guest accommodation on defined sites.~~

Note: this objective and its subsequent policies do not apply to brownfield sites.

(Plan Change 4 Council Decision subject to appeal)

14.2.6.1 Policy - Residential coherence character and amenity

- a. Ensure that non-residential activities do not have significant adverse effects on residential coherence, character, and amenity.

Note: This policy also implements Objective [14.2.4](#)

14.2.6.2 Policy - Community activities and community facilities

- a. Enable community activities and community facilities within residential areas to meet community needs and encourage co-location and shared use of community facilities where practicable.
- b. Enable larger scale community activities and community facilities within defined arterial locations that:
 - i. are within walking distance of the Central City and suburban commercial centres;
 - ii. front onto core public transport routes; and
 - iii. are not dominated by residential development.

Note: This policy also implements Objective [14.2.4](#)

14.2.6.3 Policy - Existing non-residential activities

- a. Enable existing non-residential activities to continue and support their redevelopment and expansion provided they do not:
 - i. have a significant adverse effect on the character and amenity of residential zones; or
 - ii. undermine the potential for residential development consistent with the zone descriptions in Table [14.2.1.1a](#).

Note Advice Notes:

1. This policy also implements Objective [14.2.4](#).
2. Policy 14.2.6.3 does not apply to visitor accommodation. Refer to Objective [14.2.9](#) and Policies [14.2.9.1](#) to [14.2.9.4](#) for the relevant provisions.

(Plan Change 4 Council Decision subject to appeal)

(Proposed Plan Change 5D)

14.2.6.4 Policy - Other non-residential activities

- a. Restrict the establishment of other non-residential activities, especially those of a commercial or industrial nature, unless the activity has a strategic or operational need to locate within a residential zone, and the effects of such activities on the character and amenity of residential zones are insignificant.

Advice Note:

1. Policy 14.2.6.4 does not apply to visitor accommodation. Refer to Objective [14.2.9](#) and Policies [14.2.9.1](#) to [14.2.9.4](#) for the relevant provisions.

(Plan Change 4 Council Decision subject to appeal)

14.2.6.5 Policy - Retailing in residential zones

- a. Ensure that small scale retailing, except for retailing permitted as part of a home occupation, is limited in type and location to appropriate corner sites on higher order streets in the road hierarchy.

14.2.6.6 Policy - Memorial Avenue and Fendalton Road

- a. Maintain the war memorial and visitor gateway roles of Memorial Avenue and Fendalton Road and their very high amenity values, by limiting the establishment of non-residential activities and associated outdoor advertising and vehicle parking on sites in residential zones with frontage to these roads.

Note: This policy also implements Objective [14.2.4](#)

14.2.6.7 Policy - Guest accommodation

- a. ~~In the Accommodation and Community Facilities Overlay, provide for guest accommodation within defined arterial locations that:~~
 - i. ~~are within walking distance of the Central City and suburban commercial centres;~~
 - ii. ~~front onto core public transport routes; and~~
 - iii. ~~are not dominated by residential development.~~
- b. ~~In the Residential Guest Accommodation Zone, provide for the ongoing operation, intensification or redevelopment of existing guest accommodation sites, compatible with the character and amenity of adjoining residential zones.~~

(Plan Change 4 Council Decision subject to appeal)

14.2.6.8 Policy - Non-residential activities in Central City residential areas

- a. Within Central City residential areas:
 - i. ensure non-residential activities are of a small scale and compatible with residential activities;
 - ii. ensure non-residential activities are focussed on meeting the needs of the local residential community or depend upon the high level of amenity inherent in the Residential Central City Zone;
 - iii. ensure new non-residential activities do not compromise the role of the Residential Central City Zone, the Central City Business Zone, or the aim of consolidating that area of the Central City or the Central City Mixed Use Zones;
 - iv. enable the on-going operation, use and redevelopment of existing fire service facilities; and
 - v. protect residential amenity by controlling the character, scale and intensity of non-residential activities.

14.2.7 Objective - Redevelopment of brownfield sites

- a. On suitable brownfield sites, provide for new mixed use commercial and residential developments that are comprehensively planned so that they are environmentally and socially sustainable over the long term.

14.2.7.1 Policy - Redevelopment of brownfield sites

- a. To support and incentivise the comprehensive redevelopment of brownfield sites for mixed use residential activities and commercial activities where:
 - i. natural hazards can be mitigated;
 - ii. adequate infrastructure services and capacity are available;
 - iii. reverse sensitivity effects on existing industrial areas are managed;
 - iv. the safety and efficiency of the current and future transport system is not significantly adversely affected;
 - v. there is good walking and cycling access to public transport routes, commercial and community services, and open space;
 - vi. if necessary, contaminated land is remediated in accordance with national and regional standards; and
 - vii. the redevelopment does not impact on the vitality and strategic role of commercial centres.

- b. Ensure the redevelopment is planned and designed to achieve:
 - i. high quality urban design and on-site amenity; and
 - ii. development that is integrated and sympathetic with the amenity of the adjacent neighbourhoods and adjoining sites.

14.2.8 Objective - Central City residential role, built form and amenity

- a. A predominantly residential environment offering a range of residential opportunities, including medium to high density living, within the Central City to support the restoration and enhancement of a vibrant city centre;
- b. A form of built development in the Residential Central City Zone that enables change to the existing environment, while contributing positively to the amenity and cultural values of the area, and to the health and safety, and quality and enjoyment, for those living within the area.

14.2.8.1 Policy - Building heights

- a. Provide for different maximum building heights in areas of the Residential Central City Zone with some areas requiring a reduced height compatible with the existing predominant character.

14.2.8.2 Policy - Amenity standards

- a. Prescribing minimum standards for residential development which:
 - i. are consistent with higher density living;
 - ii. protect amenity values for residents;
 - iii. integrate development with the adjacent and wider neighbourhood;
 - iv. provide for a range of current and future residential needs; and
 - v. recognise cultural values.

14.2.9 Objective - Visitor Accommodation in Residential Zones

- a. Visitors and other persons requiring short-term lodging have a broad choice of types and locations that meet their needs where:
 - i. residential activity remains the predominant activity within the residential neighbourhoods;
 - ii. the character, high quality residential environment and amenity values within zones are maintained or enhanced, with minimal disturbance to neighbours;
 - iii. strategic infrastructure is protected from incompatible activities and reverse sensitivity effects;
- b. Visitor accommodation in the Residential Visitor Accommodation Zone and Accommodation and Community Facilities Overlay can establish, operate, intensify and/or redevelop in a way that is compatible with the character and amenity of adjoining residential, rural or open space zones; and does not expand the activity outside of the existing zone or overlay area into other non-commercial zones.

(Plan Change 4 Council Decision subject to appeal)

14.2.9.1 Policy - Visitor Accommodation in Residential Units

- a. Permit visitor accommodation in a residential unit where:
 - i. at least one permanent resident of the site is in residence for the duration of the stay;
 - ii. the number of visitors, is comparable to use by a residential household; and
 - iii. disturbance to neighbours is minimal; and
 - iv. information on letting activity is recorded and provided to the Council on request.
- b. Manage visitor accommodation in a residential unit where a permanent resident is not in residence to ensure adverse effects on the residential character, coherence and amenity of the site and its immediate surroundings are minimised including through:
 - i. controlling the scale and extent of use to ensure that the residential unit is still predominantly used for residential activity;
 - ii. management of operations to minimise disturbance of neighbours, including providing contact and site management information to guests and neighbours;
 - iii. each residential block retaining a high proportion of residential activities, and each residential activity retaining a high proportion of residential neighbours.
- c. Avoid visitor accommodation in a residential unit at a scale or extent that is inconsistent with:
 - i. retaining predominantly residential character and coherence or
 - ii. minimising adverse effect on the amenity of the site and its immediate surroundings, including the disturbance of neighbours; or
 - iii. protecting strategic infrastructure from reverse sensitivity effects.

(Plan Change 4 Council Decision subject to appeal)

14.2.9.2 Policy - Existing Visitor Accommodation

- a. In the Residential Visitor Accommodation Zone, provide for the ongoing operation, intensification or redevelopment of existing visitor accommodation sites, compatible with the character and amenity of adjoining residential zones.

(Plan Change 4 Council Decision subject to appeal)

14.2.9.3 Policy - Visitor Accommodation in Defined Arterial Locations

- a. In the Accommodation and Community Facilities Overlay, provide for visitor accommodation within defined arterial locations that:
- i. are within walking distance of the Central City and suburban commercial centres;
 - ii. front onto core public transport routes; and
 - iii. are not dominated by residential development.

(Plan Change 4 Council Decision subject to appeal)

14.2.9.4 Policy - Other Visitor Accommodation in Residential Zones

- a. Visitor accommodation not provided for in Policies 14.2.9.1-14.2.9.3 shall not locate in residential zones, except where the activity provides for the ongoing use of a heritage item consistent with Policy 9.3.2.2.3 and adverse amenity impacts on residential neighbours can also be minimised.

(Plan Change 4 Council Decision subject to appeal)