

**Housing Demand – Housing bottom lines (CDP, Chapter 3, Objective 3.3.4)**

- a. For the period 2021-2051, at least sufficient development capacity for housing is enabled for the Ōtautahi Christchurch urban environment in accordance with the following housing bottom lines:
  - i. short-medium term: 18,300 dwellings between 2021 and 2031; and
  - ii. long term: 23,000 dwellings between 2031 and 2051
  - iii. 30 year total: 41,300 dwellings between **2021** and 2051

Table 1 Qualifying Matter extent test	Plan Enabled (mid-range estimate), gross totals (does not account for existing dwellings)	Notified PC14 2021 Feasible (conservative), net totals (less existing dwellings), excl. above 6-storey developments
Capacity not applying proposed qualifying matters	875,000hh	136,000hh (+ 6,000 undeveloped greenfield hh)
Capacity unaffected by the application of all qualifying matters (except for the proposed Sunlight Access QM deemed unlikely to reduce development potential.	544,000hh Available surplus after 30yr demand (HBL) is met = 502,700hh	88,000hh (+ 6,000 undeveloped greenfield)
Number of feasible dwellings that is impacted by one or more qualifying matters that may reduce feasible capacity through assessment of the applied QM	331,000hh	48,000hh (+ 6,000 undeveloped greenfield hh)

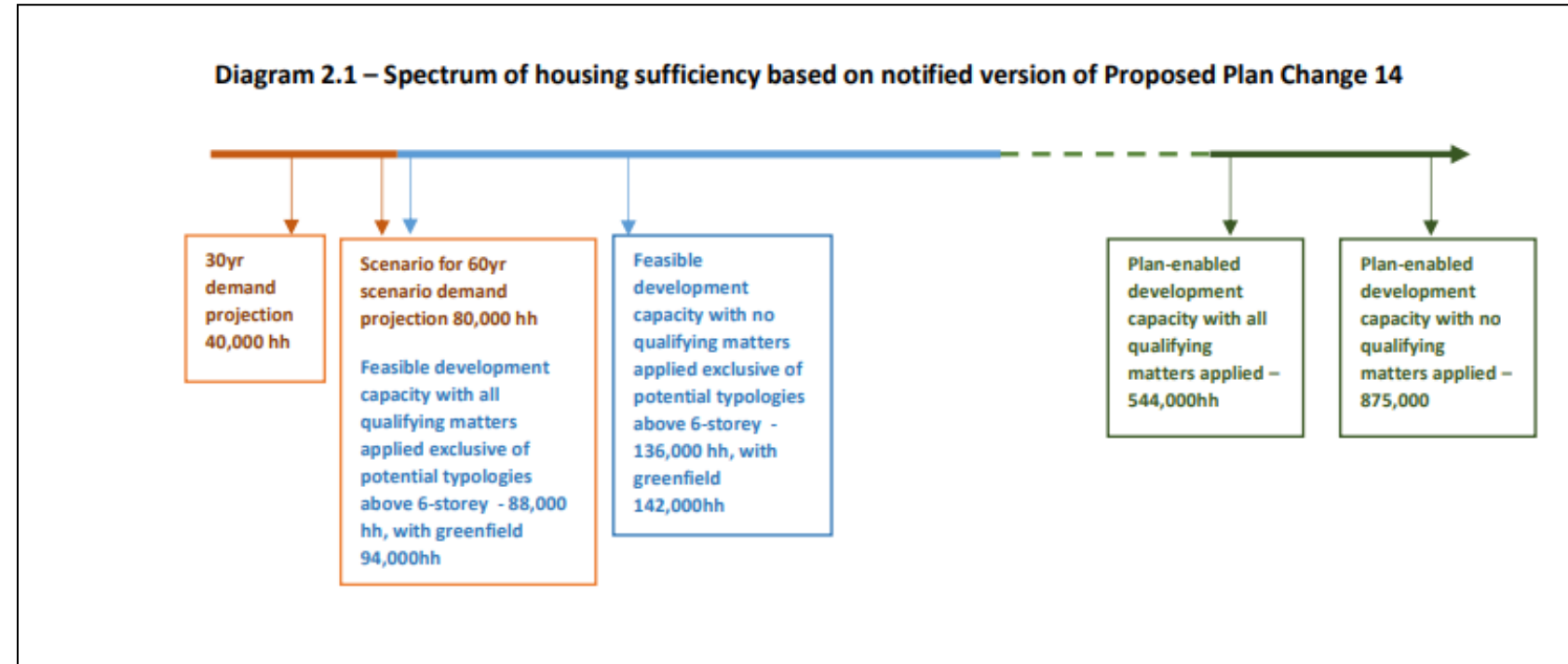
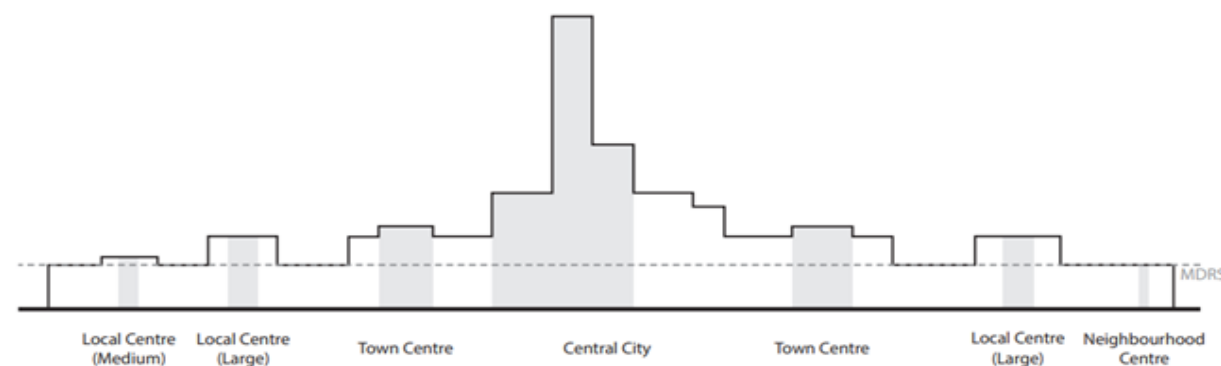
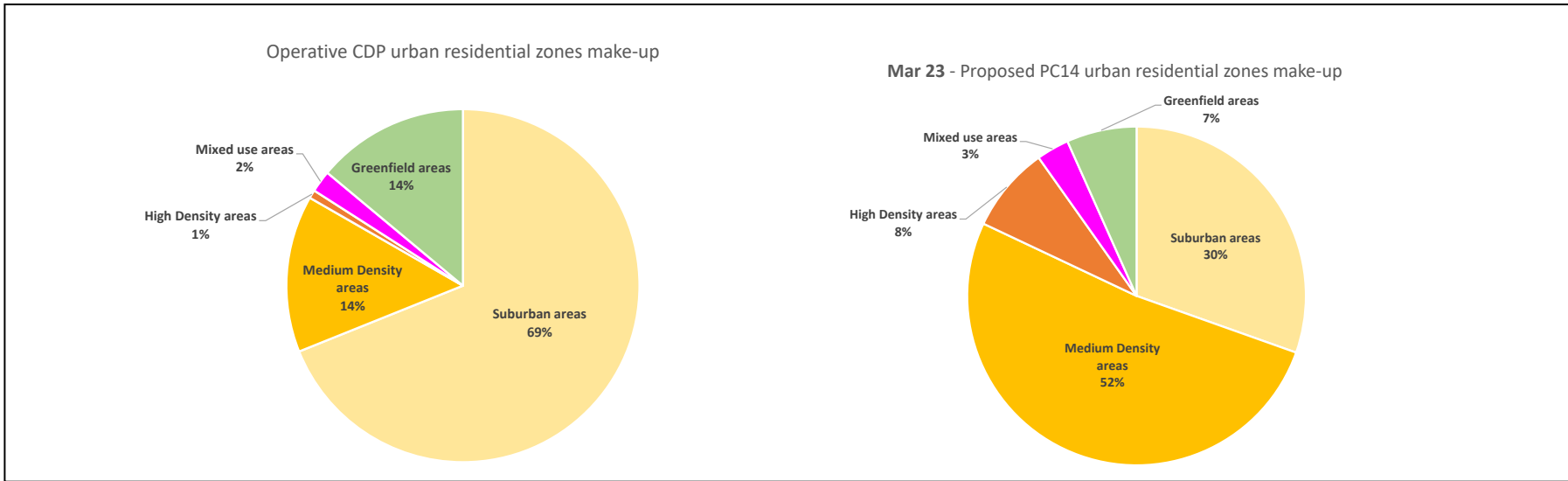


Table 7 – Evaluated plan-enabled commercial capacity impacted by proposed qualifying matters	
<b>Total Current Floorspace</b>	<b>3,820,977</b>
<b>Total Additional Floorspace in Zone before QFM</b>	<b>27,393,030</b>
Airport Noise Contour	499,897
Art Centre Height	365,152
Cathedral Square And Victoria Street	201,296
City Heritage Interface	247,185
Coastal Inundation Zone	475,314
District Plan Port Influence	18,359
District Plan Heritage Setting	3,744
District Plan Designation	531,786
District Plan Heritage Item	1,860
District Plan Water body Setback	38,589
Flood Ponding Management Area	106
Heritage Area	59,293
New Regent Street Height	33,307
Powerline and Structure	43,865
Proposed Heritage Item	58,728
Proposed Heritage Setting	91,242
Railway Building Setback	27,562
Residential Character Area	1,540
Styx River Setback	4,826
Tree Setback	131,070
Waste Water Constraint	525,188
<b>Total QFM Impact on Zone (See Notes)</b>	<b>3,261,195</b>
<b>Proportion of Total Potential</b>	<b>12%</b>

**Urban Form - Centres**





**Comparison of Operative District Plan Zones to the Notified PC14 Zones**

Operative Zone Type	Total Approx Ha	Notified PC14 Zone Type	Total Approx Ha	Proportion of PC14 zone of Operative Zone type*
Commercial Central City (South Frame) Mixed Use	15.1	Central City Mixed Use (South Frame)	15.1	100%
Commercial Central City Business	56.1	City centre	56.1	100%
Commercial Central City Mixed Use	96.7	Central City Mixed Use	96.7	100%
Commercial Core	198.8	Local centre	101.5	51.1%
		Town centre	95.2	47.9%
Commercial Local	52.7	Local centre	4.9	9.3%
		Medium density residential	1.1	2.0%
		Neighbourhood centre	46.2	87.6%
Commercial Mixed Use	112.2	Mixed use	112.2	100.0%
Commercial Retail Park	65.7	Large format retail	60.8	92.6%
		Medium density residential	1.5	2.3%
		Commercial Retail Park	3.4	5.1%
Industrial General	849.3	Industrial General	753.2	88.7%
		Mixed use	96.1	11.3%
Residential Central City	85.8	High density residential	78.8	91.9%
		Medium density residential	7.0	8.1%
Residential Hills	1066.1	Future Urban	40.0	3.7%
		Large lot residential	57.9	5.4%
		Medium density residential	164.5	15.4%
		Residential Hills	803.7	75.4%
Residential Large Lot	355.7	Large lot residential	431.9	121%
Residential Medium Density	853.1	High density residential	391.9	45.9%
		Medium density residential	416.9	48.9%
		Residential Suburban Density Transition	43.9	5.1%
Residential New Neighbourhood	1565.2	Future Urban	703.1	44.9%
		High density residential	31.3	2.0%
		Medium density residential	809.0	51.7%
		Neighbourhood centre	0.0	0.0%
		Residential New Neighbourhood	21.4	1.4%
		Town centre	0.4	0.0%
Residential Suburban	6176.9	Future Urban	5.3	0.1%
		High density residential	312.3	5.1%
		Large lot residential	18.3	0.3%
		Local centre	0.0	0.0%
		Medium density residential	3676.3	59.5%
		Residential Suburban	2164.8	35.0%
Residential Suburban Density Transition	763.0	High density residential	99.9	13.1%
		Medium density residential	645.0	84.5%
		Residential Suburban Density Transition	18.0	2.4%

**Note \*** The proportional percentages reflect how the Operative Zones have been divided (or otherwise) by PC14 zones. This provides an overview for how PC14 zones compare to the Operative zones, as a proportion. For This example, when compared to Operative RMD zones, just over 45% was notified to be HRZ, almost 50% to be MRZ, and about 5% to be RSDT.

Table 6 – Evaluated (plan-enabled) development and feasible dwelling capacity overlap with proposed qualifying matter extents			
Modelling approach	Yield calculated for conservative settings. Future Urban Zone calculated at 15HHpHa and 80HHpHa (reported in brackets). Yield based on intersection of QM extent with applicable zone. Impact on intersected zone will depend on the detail of the QM. Yields have been rounded.	Site by site assessment reporting the most feasible development – filtered for realisation based on dwelling age and land to value ratio (LVR) as at August 2019 (RV data). Yield is based on the intersection of the site with the QM extent. Impact in intersected site will depend on the detail of the QM.	<p><b>Sub-totals below are provided for plan-enabled only, grouping some similar types of qualifying matters.</b></p> <p><b>Qualifying matter overlap areas are as a proportion of total plan-enabled capacity estimated at ~875,000 dwellings</b></p>
Qualifying Matter Name	Assessed 'Plan Enabled' capacity for sites or part of sites within the QM extent (reported as Dwellings Gross) <sup>1</sup>	Assessed 'feasible' capacity for sites or portion of sites that are within the QM extent <sup>2</sup> (reported as Dwellings Net gain of existing dwellings) <sup>3</sup>	
Sites of Ecological Significance s77l(a),s77K – Existing	500	<100	Existing qualifying matters (excluding trees) – 37,940 overlap (plan-enabled) development capacity.
Outstanding Natural features and Landscapes s77l(a),s77K – Existing	550	<100	
Wāhi Tapu / Wāhi Taonga s77l(a),s77K – Existing	140	No feasibility assessment undertaken	
Heritage items and settings s77l(a) – Existing, Removed and New	3150	570	
High Flood Hazard Management Area s77l(a),s77K – Existing	6860 (7410 FUZ at 80HHpHa)	1050	
Flood ponding management area <sup>4</sup> - s77l(a), s77K – Existing	8130 (11840 FUZ at 80HHpHa)	300	
Slope Instability High Hazard Management Areas - s77l(a), s77K – Existing	7050	1370	
Waterbody Setbacks - s77l(a), s77K – Existing	18,470 (20,390 including Future Urban Zone at 80HHpHa)	2280	
Building height for properties adjoining Riccarton Bush	1220	300 (<100 two storey limit)	
Significant and Heritage trees - s77l(a),s77K, s77l(j) – Existing and new	680	180	Significant and Heritage trees - 680 impacted (plan-enabled) development capacity
Coastal Hazard Medium and High Risk Management Areas <sup>5</sup> - New s77l(a), s77K and s6(h) (includes high erosion extents)	25,400	3,900	Proposed new coastal hazard management areas have significant overlap of spatial extents – combined extent is 73,300 overlap (plan-enabled) development capacity
Tsunami affected areas	73,100	9,500	
Residential Heritage Areas New s77l(a), s77K and s6(f)	6,410 <sup>6</sup>	1,500	Proposed new heritage areas and heritage interface areas but excluding New Regent Street Interface as minor – 7,760 overlap (plan-enabled) development capacity
Residential Heritage Interface Areas - New s77l(a), s77K and S6(f)	580	<150	
Lyttelton Commercial Centre Interface Area - New s77l(a), s77K and s6(f)	Not applicable	Not applicable	
New Regent Street Interface - New s77l(a), s77K and s6(f)	<100	<100	

<sup>1</sup> Assesses overlap of QM extent on urban block. Actual capacity loss may be subject to site specific considerations or avoided with use of a resource consent to mitigate adverse effects or demonstrate that they are avoided (in particular for sites with a partial overlap with a QM extent). Dwelling totals based a narrow set of potential development outcomes. Total yield may increase or decrease if different development typologies are tested.

<sup>2</sup> Estimated feasible development for sites where QM extent intersects site and potentially impacts on capacity. Sites where the QM extent overlap is partial or insignificant can be feasible for development (e.g. overlap is with access driveway or within required street/boundary setback; i.e. not affecting buildable area). Feasible dwelling totals are from all the development typologies tested for feasibility (with the most feasible determining the measured yield).

<sup>3</sup> Feasible capacity estimates are reported as net totals of existing development except where the capacity is from infill development outcomes where the original dwelling is retained on site (i.e. the total is a mix of gross and net depending on the development outcome).

<sup>4</sup> The estimate excludes areas currently zoned Residential New Neighbourhood (i.e. greenfield) but does include some large areas just to south of QE2 drive which are zoned Residential Suburban under the operative plan but still show as undeveloped and/or are now open space, for example Buller Stream.

<sup>5</sup> Combines Medium and High risk areas.

<sup>6</sup> Based on full site redevelopment potential. The proposed rules do allow for a minor dwelling unit which could reduce this total.

Arts Centre Interface - New s77l(a), s77K and s6(f)	330	<100	
Cathedral Square Interface - New s77l(a), s77K and s6(f)	340	<100	
Lyttelton Port Influences Overlay - s77l(e), s77K- Existing	160	<100	Nationally Significant Infrastructure - new and proposed matters – 3,960 overlap (plan-enabled) development capacity
NZ Rail Network building setback - s77l(e), s77K – Existing	520	<100	
Electricity Transmission and Distribution Corridors - s77l(e), s77K – Existing	3,120 (3,310 FUZ at 80HHpHa) <sup>7</sup>	400	
Radio Communications Pathways - s77l(e), s77K – new	160	Not assessed as requires a site specific assessment for design approach to address partial height restrictions on only a few sites.	
Christchurch International Airport Noise Influence Area - s77l(e), s77K – Existing matter, new spatial extent	29,860 (3,010 FUZ at 80HHpHa)	9000	Airport Noise Influence Area - 29,860 impacted (plan-enabled)
Residential Character Areas - s77l(j) – existing but amended matter and new spatial extents	13,700 (10,700 dwellings <sup>8</sup> less other enablement)	2,900	Residential Character Areas (note significant overlap with Residential Heritage Areas) – 10,700 impacted (plan-enabled)
Victoria Street building height - s77l(j)	257,050sqm	<100	Victoria Street Height - 257,059sqm
Vacuum sewer wastewater constraint - s77l(j) - new	20,400 34,340 including Prestons	2,840	Prestons reported separately as this is a recently developed (and developing) greenfield area therefore unlikely to realise plan-enabled capacity for decades.
Sunlight access	Less than 5% change.	<5%	Impact is on design and layout rather impacting density and yield of units on a site.
City Spine Transport Corridor setback	Less than 100 dwellings	<100	For MDRS for most sites 50% of the site will remain developable. Reduction in capacity will be more for the greater enablement in the HRZ, and then only for some sites.
Low Public Transport Accessibility Area (with hills precinct applied)	188,970	26,400	This number is based on hills precinct applying which sets a minimum subdivision allotment size of 650m <sup>2</sup> which equates to a maximum yield of 46hh/ha, and has been filtered by dwelling age and LVR
Low Public Transport Accessibility Area (no hills precinct applied)	216,280	34,100 (for reference: unfiltered yield is 70,800)	This number is based on hills precinct applying MDRS and yield of 80hh/ha, and has been filtered by dwelling age and LVR (with unfiltered in brackets). Actual capacity will likely be significantly less than reported as the feasibility model has not taken account of site geotechnical constraints.
Industrial Interface	8300	1150	Plan-enabled and feasible development to two storey maximum not affected
North Halswell ODP Connections	No appreciable impact on development density		

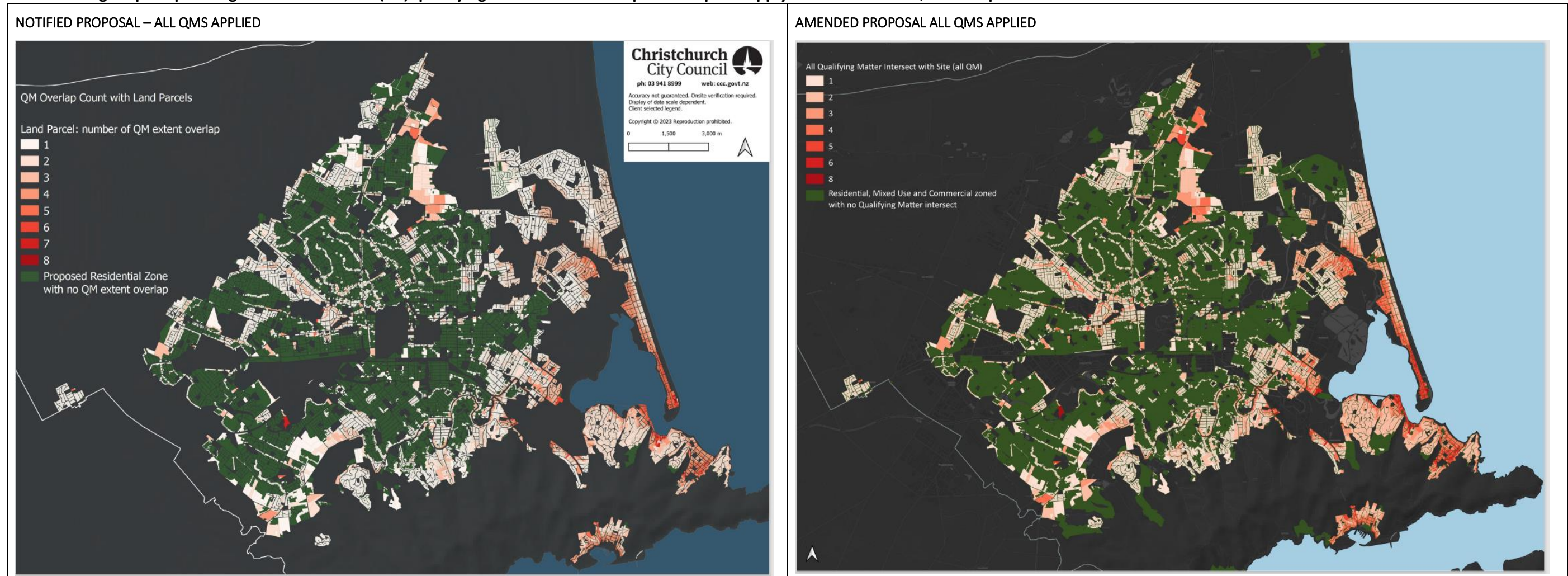
<sup>7</sup> Includes some sites zoned for residential activity that are currently in use as electricity supply infrastructure.

<sup>8</sup> Total is net of additional dwellings that may be provided for within the proposed Character Area rules. The proposed rules do also allow for a minor dwelling unit, which could reduce this total further.

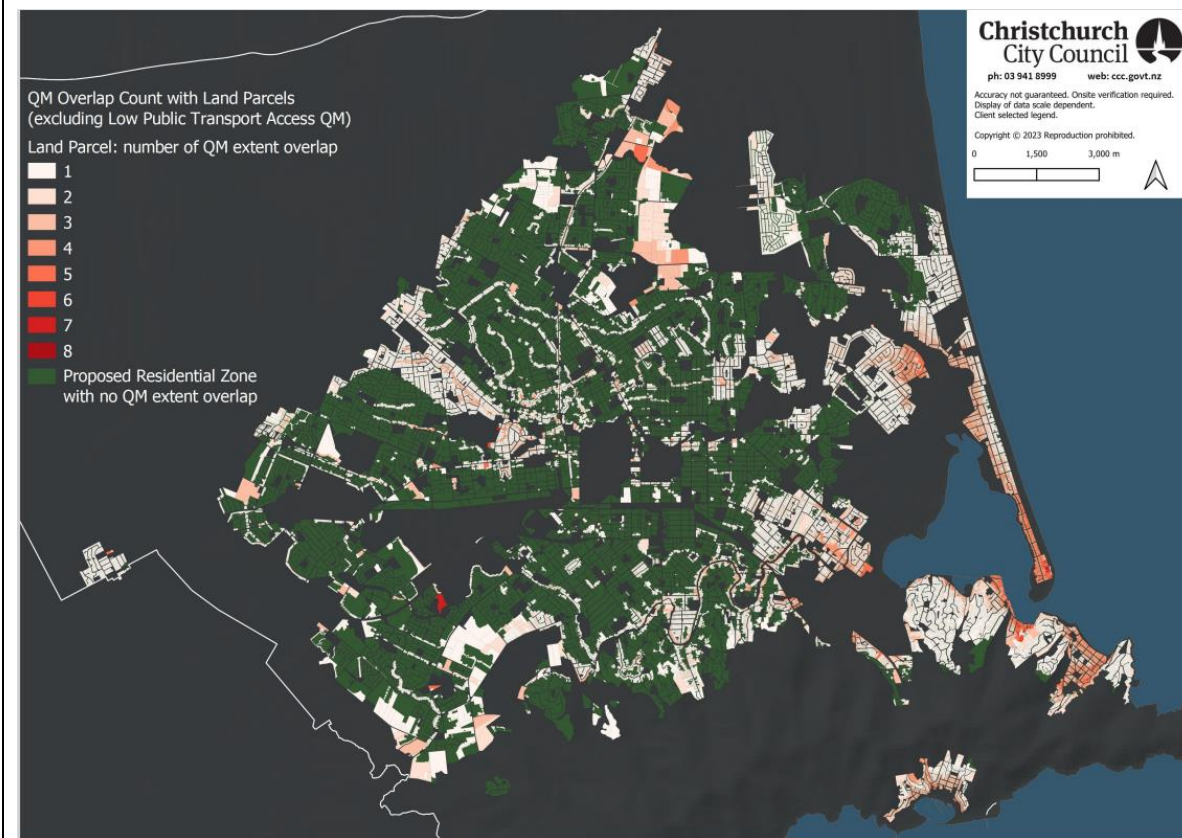
APPENDIX B – PC14 AMENDED PROPOSAL – OVERVIEW OF HOUSING CAPACITY AND CHANGED IMPACT OF QUALIFYING MATTERS

Table 1 Housing capacity and impact of QMs	Plan Enabled (mid-range estimate) - gross totals (does not account for existing dwellings)	Notified PC14 Feasible (conservative) - net totals (less existing dwellings)	Amended Proposal and updated 2023 build costs and land values	Notified PC14 Feasible (conservative) - net totals (less existing dwellings)
Capacity not applying proposed qualifying matters	875,000hh	136,000hh (+ 6,000 undeveloped greenfield <sup>9</sup> estimated at 6,000 dwellings)	934,000hh	137,150hh (+ undeveloped greenfield, apartment) 181,400hh (unfiltered by age of buildings (removing earlier than 1990) and without land value ratio of 60%)
Capacity unaffected by the application of all qualifying matters (except for the proposed Sunlight Access QM deemed unlikely to reduce development potential.	544,000hh	88,000hh (+ 6,000 undeveloped greenfield)	627,600hh	85,580hh (+ undeveloped greenfield, apartment, commercial centre capacity)
Number of feasible dwellings impacted by one or more qualifying matters that may reduce feasible capacity through assessment of the applied QM	331,000hh	48,000hh (+ 6,000 undeveloped greenfield)	306,400hh	51,570hh (+ undeveloped greenfield, apartment, commercial centre capacity)

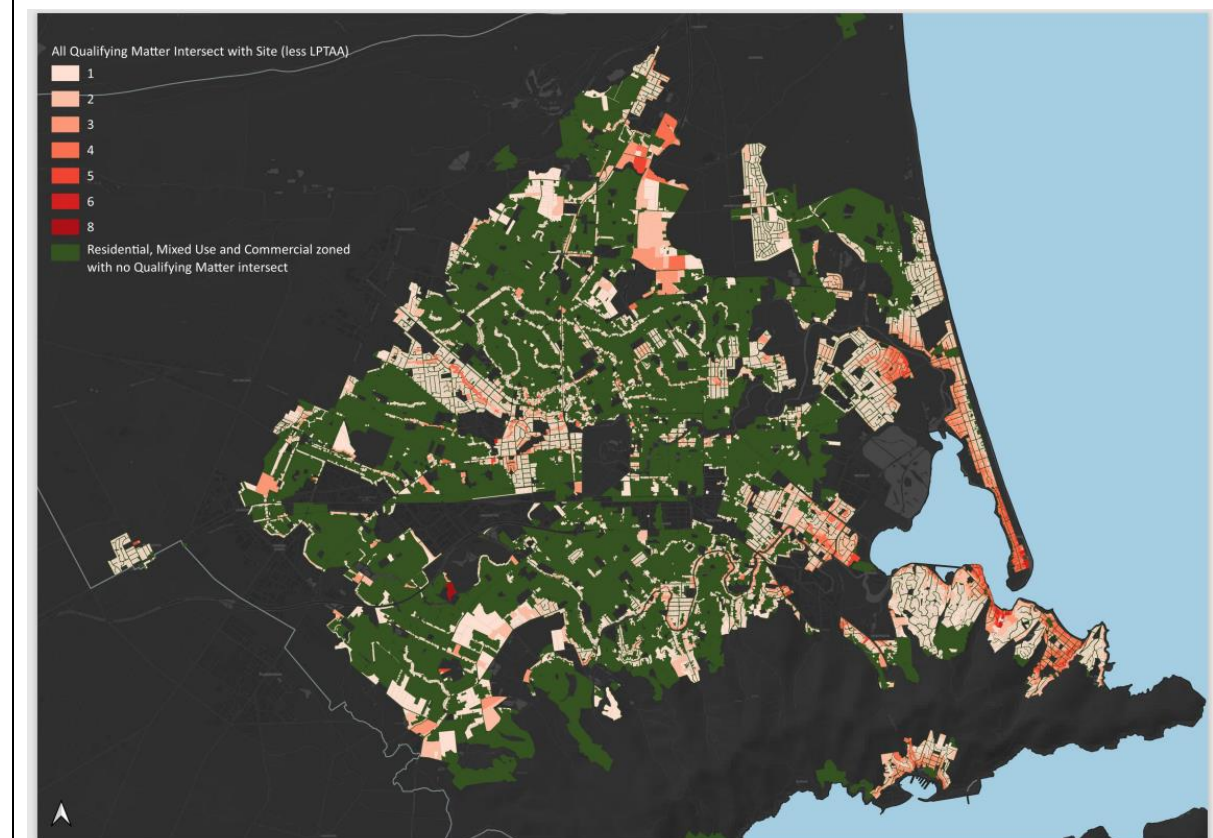
The following maps depict in 'green' where lesser (no) qualifying matter land development impacts apply under different QM overlap scenarios



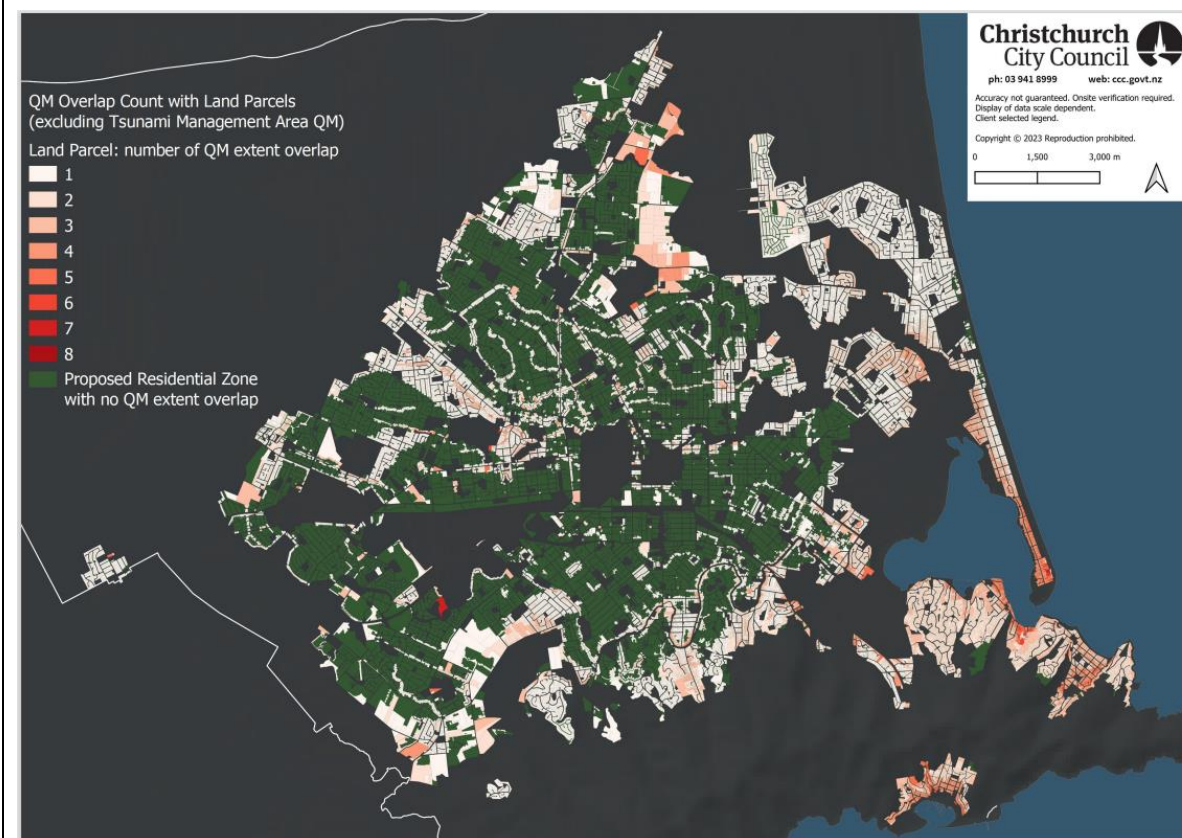
NOTIFIED PROPOSAL – ALL QMS EXCEPT LPTAQM



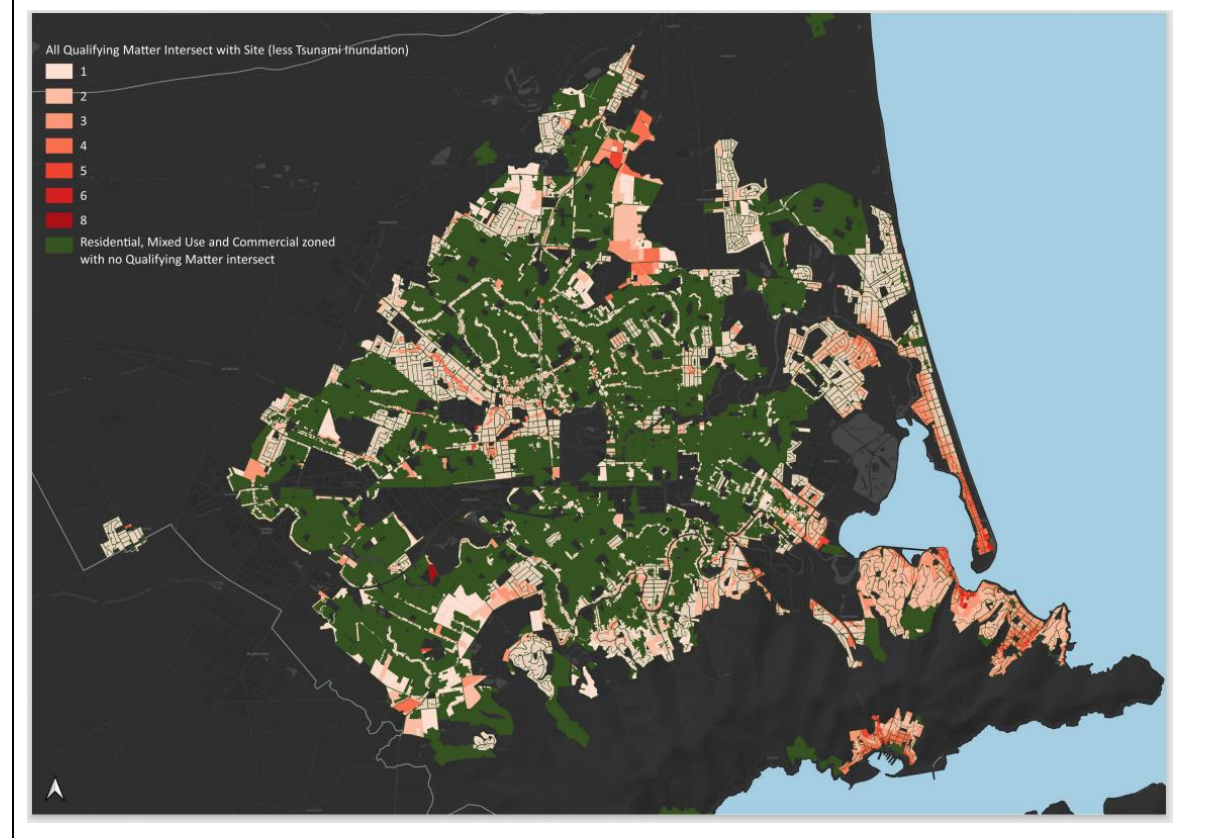
AMENDED PROPSAL – ALL QMS EXCEPT LPTAQM



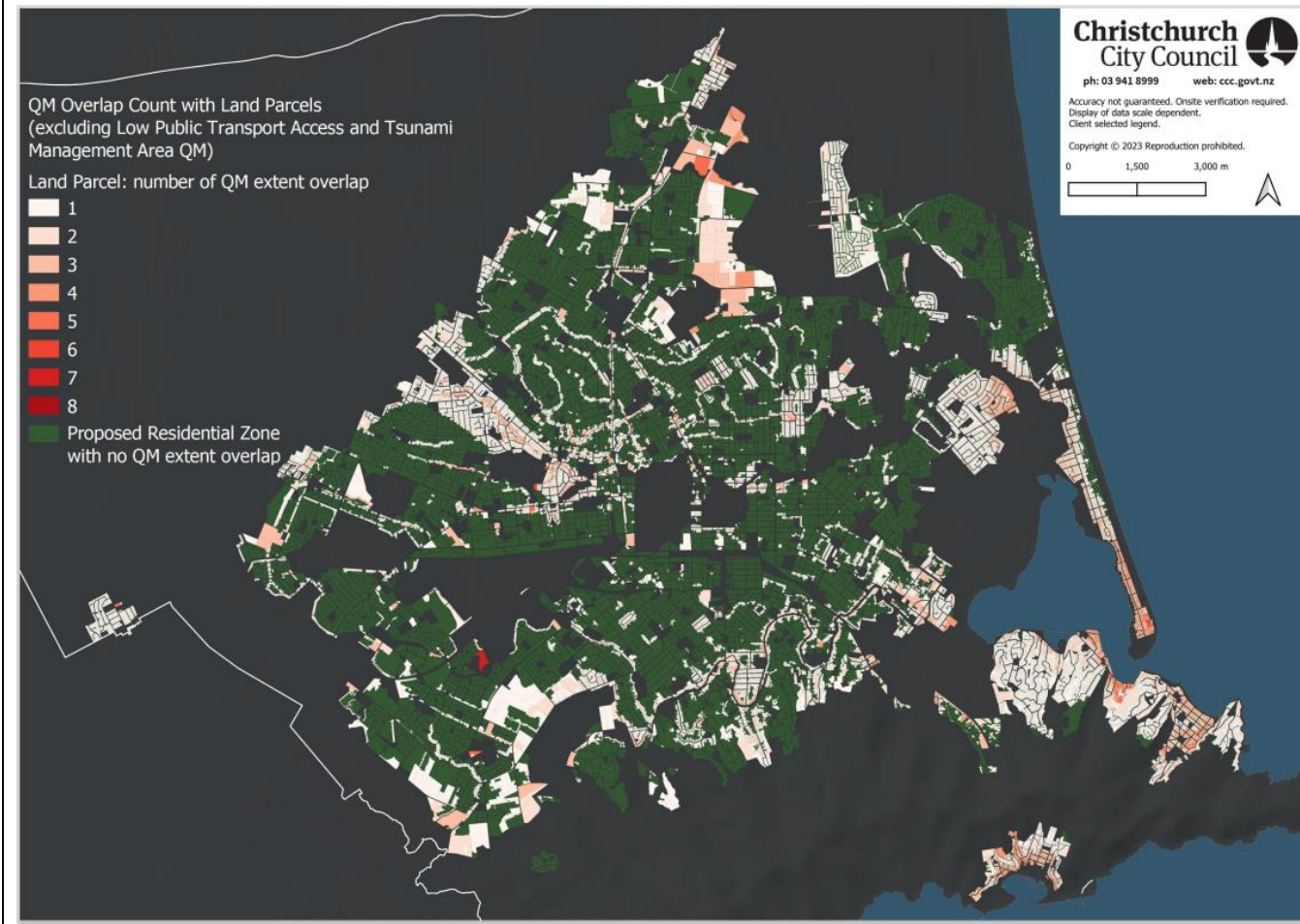
NOTIFIED PROPOSAL – ALL QMS EXCEPT TSUNAMI RISK QM



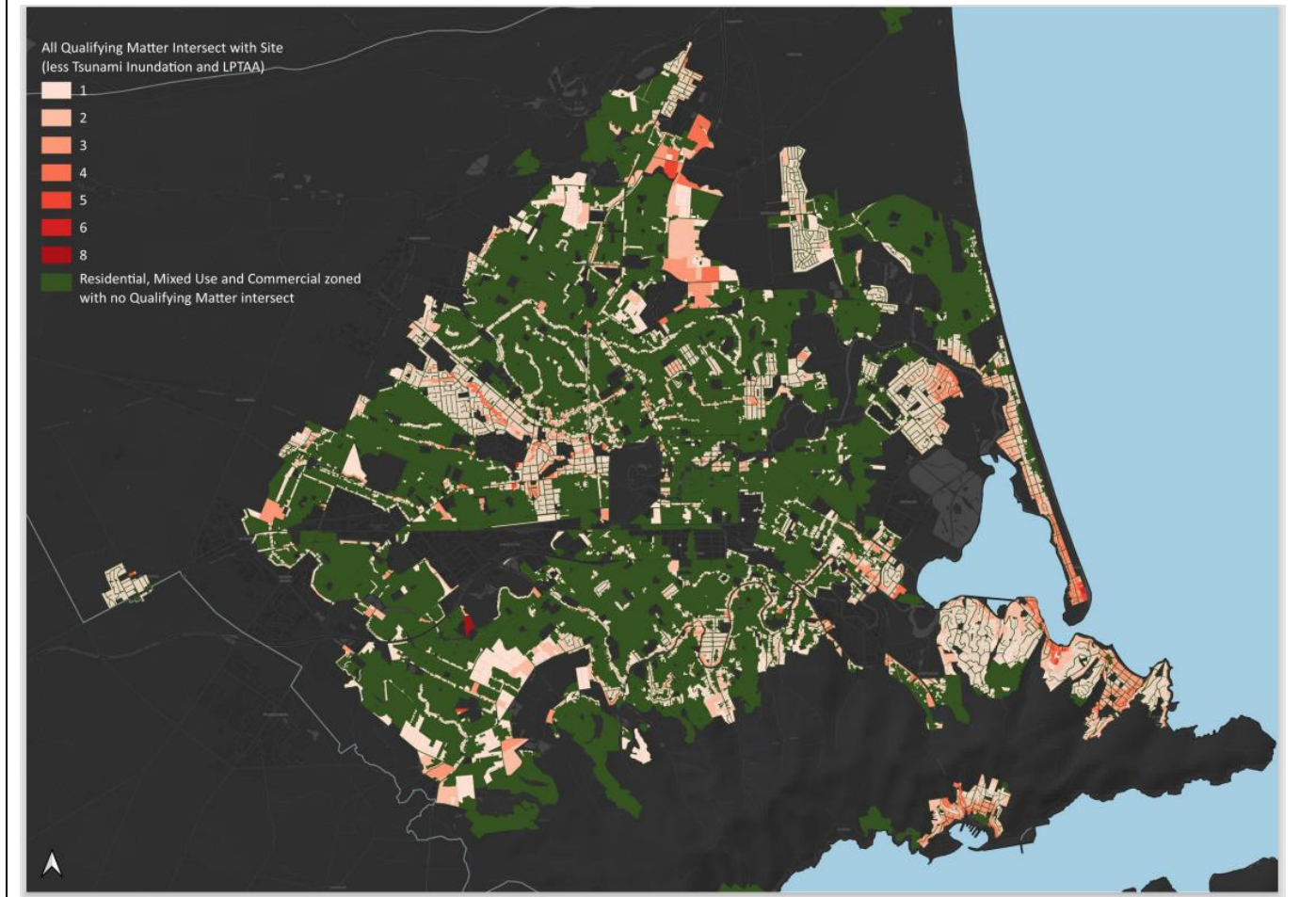
AMENDED PROPOSAL - ALL QMS EXCEPT TSUNAMI RISK QM



NOTIFIED PROPOSAL – ALL QMS EXCEPT LPTAQM AND TSUNAMI RISK QM



AMENDED PROPOSAL - ALL QMS EXCEPT LPTAQM AND TSUNAMI RISK QM



### APPENDIX C – WHOLE OF PLAN SUBMISSIONS WITH RECOMMENDATIONS

Point No.	Submitter Name	Summary of Relief	Recommendation
3.3	Richard Abey-Nesbit	Support the current proposed change providing for intensification of the city.	Accept
10.1	Colleen Borrie	Oppose all of proposed plan change introducing greater intensification to Christchurch. Do not give effect to s77G of the Resource Management Act 1991.	Reject
11.9	Cheryl Horrell	[Numerous statements within the submission indicate opposition to medium and high density residential development. Decision sought is not specified]	Reject
19.1	Patricia Dench	Resource consent should be required for any development that PC14 has considered.	Reject
20.1	Les Drury	Resource consent should be required for any development related to PC14.	Reject
24.2	John Hurley	Prioritise liveability over intensification.	Reject
27.1	Steve Parkes	That resource consent should be required before ANY development can proceed.	Reject
34.2	Andrew McNaught	Withdraw provision 14.6.2.1 - Building Height	
37.2	Susanne Trim	[Supports] the general direction of the Council's proposals.	Accept
54.3	Shirley van Essen	Investigate the social effects and consequences of Plan Change 14.	Accept
54.4	Shirley van Essen	Review population future growth modelling	Accept
54.5	Shirley van Essen	Delay the closure date for submissions.	Reject
56.1	Joanna Knight	I wish for the council to be able to use the plan they made initially after the earthquakes.	Reject
58.1	Stephen Walsh	Introduce this plan [change] in smaller manageable stages	Reject
61.12	Geoffrey Banks for Victoria Neighbourhood Association (VNA)	Evaluate whether the existing Plan can, without change, enable sufficient intensification for the needs of Christchurch without any change via PC14.	Reject
61.46	Geoffrey Banks for Victoria Neighbourhood Association (VNA)	Seek opportunities to enable more sunlight access where beneficial, and housing demand is still met	Reject
64.1	Carl van Essen	Oppose plan because it is unnecessary under current population growth levels.	Reject



Point No.	Submitter Name	Summary of Relief	Recommendation
70.1	Paul Wing	Housing intensification should be better planned. Current plan will lead to bad design. Intensification should be done at the block level not at the section level. As a minimum all new builds should be built to passive house standards, we need more better design and planned house, not the unplanned low standard intensification of this Plan Change	Reject
78.1	Linda Blake	Supports the implementation of Plan Change 14.	Accept
85.1	Lorraine Raxworthy	Do not wish to see 'infill housing' in our lovely Christchurch suburbs.	Reject
94.2	Rebecca Perkins	I object to plan change 14 in its entirety.	Reject
100.1	Mary Clay	Oppose plan change 14 in its entirety.	Reject
103.1	Damian Blogg	[That further consultation and assessment is undertaken]	Reject
104.1	Ann Clay	[That further consultation and assessment is undertaken]	Reject
105.2	Jenny Smith for Te Whare Roimata	That the present market-led, compact city model favoured in Plan Change 14 is replaced by the notion of the “Just City” now advanced in the literature as the means of addressing the distributive inequalities of urban growth which sees equity and urban justice put at the centre of planning decisions.	Reject
112.16	Nikki Smetham	[Clarify and strengthen] these matters: The monitoring process Increased stormwater generally	Reject
114.5	Connor McIver	Please look at the way Auckland Council has consulted on their equivalent plan changes. That was significantly easier to engage with than this.	Reject
117.2	Ian Tinkler	It is important that Christchurch be developed in a sustainable way.	Accept
134.1	Terry Blogg	Reject the Plan Change in its entirety.	Reject
145.1	Hebe Gibson for Te Mana Ora/Community and Public Health	While Te Mana Ora recognises that there has been controversy in applying the Medium-Density Residential Standards (MDRS) set out in the Resource Management (Enabling Housing and Other Matters) Amendment Act and the National Policy Statement on Urban Development (NPS-UD) 2020 in Ōtautahi Christchurch, Te Mana Ora supports this Government direction.	Accept
145.2	Hebe Gibson for Te Mana Ora/Community and Public Health	Te Mana Ora challenges Christchurch City Council to see these plan changes as an opportunity to influence the health and wellbeing of residents in Ōtautahi Christchurch and create better conditions for more health promoting communities.	Accept

Point No.	Submitter Name	Summary of Relief	Recommendation
155.5	Trudi Bishop	The proposed changes to Plan 14 are not taking into account the wellbeing of the city's residents from living in close proximity to each other.	Reject
161.3	Marilyn Goulter	Improved communication methods - objecting to the manner in which Council chose to communicate this zoning change to residents.	Reject
184.14	Kelly Bombay for University of Canterbury	The University is generally supportive of PC14 and efforts to enable more development in the city's existing urban footprint. The University considers that amendments are required to the planning framework to enable intensification, recognizing the need for housing supply, while not compromising on good design and amenity outcomes.	Accept in part
188.1	Tony Simons for Riccarton Bush - Kilmarnock Residents' Association	The plan change should be reviewed once a proper social impact assessment has been completed.	Accept
197.1	Steve Smith	more public consultation/ discussion	Reject
197.2	Steve Smith	[Retain current District Plan rules and introduce changes more gradually]	Reject
200.1	Robert J Manthei	Restart process based on accurate projections for future housing needs and population trends, or do no more than what is required Directly address the ongoing (and growing) problem of a lack of affordable housing. stop any further work on the proposed PC14 and consider instead how to best fulfil its stated aims by responding in the least disruptive way to the requirements set out in the NPS-UD	Reject
200.10	Robert J Manthei	Any future version of Plan Change 14 should incorporate regulations mandating 'Sponge city' concepts, no matter what the final density targets become. The CCC should set a sponginess rating of 35%, the same as Auckland's.	Reject (Brittany)
200.9	Robert J Manthei	Begin now to establish a Street Running Large Spacing Busway system of public transport. Reinstate the inner city Shuttle bus immediately.	Reject
203.7	Steve Petty	Opposes implementation of Plan Change 14.	Reject

<b>Point No.</b>	<b>Submitter Name</b>	<b>Summary of Relief</b>	<b>Recommendation</b>
204.2	David Hawke for Halswell Residents' Association	Mandate rainwater harvesting with all developments under this plan change	
205.27	Graham Robinson for Addington Neighbourhood Association	Encourage intensification while considering the potential loss of amenity for existing house owners.	Accept in part
205.38	Graham Robinson for Addington Neighbourhood Association	Encourage intensification while considering the potential loss of amenity for existing house owners.	Accept in part
205.39	Graham Robinson for Addington Neighbourhood Association	Areas of higher density should provide residents with access to public green spaces within a distance of no more than one kilometre.	Reject
207.2	Mitchell Cocking	Reject the plan change	Reject
212.1	Jarrold Dixon for The Fuel Companies - BP Oil, Z Energy and Mobil Oil (joint submission)	Support general intent of the Plan Change 14.	Accept
214.1	Michael Boissard	Your proposal will destroy the character of a very pleasant part of the city. Also there appears to be no provision for the amenities that will be required by the increased population.	Reject
218.1	Julia van Essen	[T]hat the council review the need for the extent of the changes proposed under plan change 14.	Accept in part
218.2	Julia van Essen	[T]hat the submission process (webpage) is made simpler to use and less glitchy.	Reject
218.3	Julia van Essen	[T]hat submissions [are] reopened and more time given for submissions [following improvement to the submissions web page].	Reject
218.4	Julia van Essen	[That] a review into the social impact of plan change 14 [is undertaken].	Accept
218.5	Julia van Essen	[Revisit the vote to notify Plan Change 14]	Reject

<b>Point No.</b>	<b>Submitter Name</b>	<b>Summary of Relief</b>	<b>Recommendation</b>
222.1	Claire Mulcock for Deans Avenue Precinct Society Inc.	Support the broad goals of the urban intensification process, and do not think that Christchurch should be allowed to sprawl further across the plains. We need to take account of national priorities, not only with respect to land use, but with respect to energy efficiency and de-carbonisation.	Accept
224.23	Richard Ball for Atlas Quarter Residents Group (22 owners)	The need for greater intensification is supported, but this does not require or justify the proposed increases in height limits as permitted activities.	Accept in part
224.24	Richard Ball for Atlas Quarter Residents Group (22 owners)	The inclusion of the qualifying criteria is supported, independent of height limits.	Accept
225.1	Michael Dore	Opposes any residential development above 12 meters beyond the inner city.	Reject
226.2	Graeme McNicholl	As an alternative to intensifying the housing in the city, Council's should be looking at current inner-city large blocks of land, such as Princess Margaret Hospital site on Cashmere Road, the old Christchurch Women's Hospital site on Colombo Street, current empty tracks of land such as along Moorhouse Avenue, and rezone these areas for mixed use retail with apartment living above. Furthermore there are potentially other older commercial/industrial areas of Christchurch such as Addington, Sydenham and Phillipstown that should be rezoned as mixed use commercial with apartment living above. Furthermore, the future large green field developments should cater for the medium-density housing as proposed, in order to safe-guard prospective house owners with an understanding of what they are buying.	Reject
232.5	Kurt Higgison	Opposes developments in already built areas and seeks that new development areas grow into new areas,	Reject
236.3	Susan Barrett	That rather than wholesale non-consented High Density Residential Zone developments in Christchurch's existing suburbs, it would be preferable, more cost-effective, and quicker to apply these principles to forward-thinking, well-planned green field developments (with the right transport links)	Reject
236.6	Susan Barrett	That rather than wholesale non-consented High Density Residential Zone developments in Christchurch's existing suburbs, it would be preferable, more cost-effective, and quicker to apply these principles to forward-thinking, well-planned green field developments (with the right transport links)	Reject

Point No.	Submitter Name	Summary of Relief	Recommendation
237.1	Marjorie Manthei	That the level of intensification be re-visited, and that PC14 goes only as far as it must to satisfy the minimum requirements of NPS-UD and Enabling House legislation.  Base decisions on the required 10-30 year period, not 50 years. Reduce extent of walkable catchments	Reject
250.1	Ian Dyson	[A]gree with the goals of densification, but it needs to be done in a controlled manner by releasing designated areas for development. Other areas can then be released as requirements dictate.	Accept in part
251.1	Daniel McMullan	I support the overall intent of the plan change to allow for more intensification, which will reduce suburban sprawl and improve a number of other factors - i.e., inner city energy.	Accept
259.9	Andrea Millar for Ara Poutama Aotearoa	Ara Poutama supports the overall intent of PC14	Accept
263.13	Harley Peddie	Density is what this city needs, not ever increasing property values.	Accept
268.14	Clare Marshall	Plans need to be made with climate change in mind.	Accept
272.1	Caitriona Cameron	The proposal should provide protections for existing property rights. This could be achieved by setting a 'phase in' period (perhaps 5-10 years) for developments under the new regulations	Reject
272.3	Caitriona Cameron	The proposal should facilitate coherent residential planning, rather than allow a solely market-driven approach (which risks 'lowest common denominator' development). Specifically et a phase-in period (as suggested in C1 [272.9]) would also ensure more coherent development. It is likely there would be more larger coherent developments, rather than piece-meal development.	Reject
1018.1	Keunah Kim	Oppose all of plan.	Reject
287.1	Mark Nichols	Seek densification in a planned and staged way by staging the effective date of the zoning changes in for example rings coming out from the city centre and/or major shopping areas, so that the densification occurs in a structured way over time, rather than in a haphazard way across most of the city. This will allow for a more staged build out of the infrastructure required to support the densification.	Reject

<b>Point No.</b>	<b>Submitter Name</b>	<b>Summary of Relief</b>	<b>Recommendation</b>
289.1	Cody Cooper	[S]upport the intensification in our City and changes to make it more affordable to live in our city, including making it more accessible on foot and by cycling.	Accept
292.2	Julie Farrant	Seeks amendments to ensure that existing stormwater infrastructure is competent for [high density accommodation development].	Reject
293.1	Lincoln Platt for Exsto Architecture	[S]upports the MDRS rule change and the Qualifying Matter proposals.	Accept
294.10	Chessa Crow	Seek to provide more infrastructure and facilities in New Brighton	Reject
294.5	Chessa Crow	Seek to share all proposed building consents submitted to neighbours so they know of (potential) plans for building and property development on land that directly affects their lives/well-being/investment/living.	Reject
294.9	Chessa Crow	Seek to Improve transport links and public transport service to New Brighton area	Reject
296.1	Danielle Barwick	Upgrade storm and wastewater infrastructure to better service existing and proposed future needs before allowing increased housing density.	Reject
302.1	Nick Edwards	Approve the proposed change.	Accept
305.18	Vickie Hearnshaw	[S]upport[s] the idea of developing a new town plan.	Accept
306.2	Matty Lovell	[T]hat this intensification change be dismissed entirely and the [District Plan] remains as is.	Reject
307.1	Robert Fletcher	Support the plan change and would like to see it implemented with no further amendments.	Accept in part
314.1	Graham Townsend	[Retain provisions that enable intensification]	Accept
315.11	Denis Morgan	There be no discretion of Council officers to approve development where it breaches rules for stream setbacks, boundary setbacks, recession plane and privacy and outlook spaces; a building fits the envelope, or it doesn't. Nor should there be any discretion regarding additional privacy through outlook spaces.	Reject

Point No.	Submitter Name	Summary of Relief	Recommendation
315.4	Denis Morgan	I have a strong objection to.  Lack of proper social impact assessment* Lack of community consultation by the NZ House of Representatives. Every 300 square metre section in HDZ being a candidate. Scant references within Sec 32 documents to American and European practices but no science or studies of similar experiences especially at similar latitudes. The reports are opinions without community input or facts.	Accept in part
315.5	Denis Morgan	I have major concerns about quality of life with PC14 changes.	Reject
318.1	Nicholas Latham	[Seeks] [l]ess restrictions on increasing housing, especially mixed zone areas Support[s] more housing, with an especially in the city centre	Accept in part
327.1	Mike Oxloug	Oppose Plan Change 14 in entirety.	Reject
333.2	Eric Ackroyd	That higher density housing development be prioritised in the city centre ahead of other residential zones.	Reject
336.1	John Walker	[Retain all provisions] - I support the proposed plan change as it is.	Accept
338.1	Kate Revell	Restrict building heights to a maximum of 22 metres.	Reject
339.1	Chris Neame	Restrict maximum height for development to 22 metres	Reject
353.2	Roger Conroy	[Seeks to oppose the planning for future growth for Christchurch]	Reject
354.5	Jason Middlemiss for Waimaero Fendalton-Waimairi- Harewood Community Board	[Seeks council] to consider the capacity of existing infrastructure to support development.	Reject
354.6	Jason Middlemiss for Waimaero Fendalton-Waimairi- Harewood Community Board	[Seeks council ensures] that there will be requirements for developers to engage with the local community.	Reject
357.1	Alexandra Free	Support plan change 14	Accept
358.2	Shona Mcdonald	[Improve bus services]	Reject

Point No.	Submitter Name	Summary of Relief	Recommendation
380.11	Karina Hay for South Shore Resident's Association (SSRA)	[Reduce level of regulation and slow down the pace of change]	Reject
399.1	Peter Earl	Oppose the whole plan change	Reject
406.4	Michael Andrews	[Relating to water charges] Oppose all water changes.	Reject
424.1	Robert McDavid for Dragon Fly	Oppose the entire plan change.	Reject
425.1	Tom King	[S]upport[s] changes to manage and set controls/requirements around increasing housing density, particularly in suburban area's.	Accept
425.9	Tom King	Consideration needs to be given and requirements increased for developers, as to the impact that high density housing and increased height will have on existing houses/ neighbours to minimise loss of privacy, sunlight and road congestion.	Reject
427.1	Michelle Warburton	Oppose intensification in existing suburbs	Reject
433.3	John Dunford	[O]ppose[s] the new zoning plan.	Reject
435.2	Madeleine Thompson	[Oppose change to the Christchurch District Plan]	Reject
437.4	David Allan	[Oppose High and Medium Density Housing]	Reject
438.1	Brendon Lee	The whole plan change is declined	Reject
442.1	Logan Simpson	Oppose the plan change, housing density needs to reduce.	Reject
445.4	Alison Dockery	Seeks that adequate infrastructure is provided (health care, protection of open space, parking, public transport, hospitals, emergency services) to cater for intensification.	Reject
446.1	Sarah Lovell	[That Council] undertakes further consultation due to the unacceptability of the current plan to the public.	Reject
447.1	Alex Lowings	A halt to the high density housing requirement.	Reject
457.1	Michael Harrow	Oppose any increase in density and height in all residential zones.	Reject
459.1	Joseph Bray	I am seeking that the council passes all proposed amendments to PC13 and PC14.	Accept
464.1	Sarah Pezaro	Supports the plan change in entirety	Accept
465.7	Stuart Roberts	Provision:Subdivision, Development and Earthworks,Chapter 14 - Residential,Planning Maps,All Decision Sought:I wish to see the MRZ and HRZ zoning left as it is currently not changed so as proposed. Minimum subdivisible section size at 450 sqm for MRZ and current ( not proposed) size for HRZ	Reject



Point No.	Submitter Name	Summary of Relief	Recommendation
466.1	Sarah Inglewood	Approve the plan change that provides for more high density housing	Accept
471.21	Kem Wah Tan	[Enable satellite towns connected with good public transport rather than intensification of the existing city]	Reject
474.1	Heather Tate	To not add more on to height gains for commercial and residential	Reject
476.5	Rob Seddon-Smith	Supports the planned areas of intensification in areas where excellent public transport is available.	Accept
478.3	Mark Siddall	[That] public transport [is] in place for the CBD and suburban shopping centres.	Reject
480.4	Selma Claridge	Fix the stormwater drains before rezoning occurs	Reject
483.1	Ian Drew	Oppose plan change that supports infill housing or light rail.	Reject
487.3	Joy Reynolds	[S]top highrise and infill housing	Reject
489.1	Chris Baddock	Seeks that intensification occurs provided that necessary infrastructure should be built before intensifying the housing, regarding public transport	Reject
490.2	Nina Ferguson	A fairer District Plan for the people of Christchurch [that] support[s] current homeowners.	Reject
490.3	Nina Ferguson	Financial compensation to existing homeowners / Large buy outs of existing properties	Reject
514.12	Ann Vanschevensteen	The CCC should legislate to make at least 50% of newly-built homes accessible / suitable for people with disabilities, or people who cannot use stairs. Furthermore, all new builds should have solar or wind power generators, grey water toilets and proper soundproofing. That would be properly building for the future.	Reject
540.4	Ben Close	More frequent buses and safer cycle ways are an absolute must all across the city.	Reject
580.1	Darin Cusack	That a proper and in-depth social impact assessment [is] completed.	Accept
580.13	Darin Cusack	[Reject plan change]	Reject
583.1	Jaimita de Jongh	Seek that the plan change takes a systems approach, provides for housing choice and flexibility for a declining population	Reject
583.4	Jaimita de Jongh	Oppose increased density where there is no public transport (specifically without light rail).	Accept in part

Point No.	Submitter Name	Summary of Relief	Recommendation
599.4	David Townshend	'CCC' publicly clarify that 'MDRS' has immediate legal effect to all medium and high density residential zones. 'CCC' remove any biased information [regarding the Sunlight Access Qualifying Matter] they have put in the public domain and replace it with objective and impartial information regarding the proposed problem and its likely effect on the whole community. This includes the removal of any emotive dialogue around Christchurch residents missing out, when compared to the residents of Auckland which has zero relevance to the legislation.	Reject
625.6	Pamela-Jayne Cooper	Seeks clarification on numbers of new houses required	Accept
625.9	Pamela-Jayne Cooper	Support the goal to provide additional housing options and urban intensification generally.	Accept
647.4	Michael Palmer	[Amend the plan change to reflect the character of Christchurch].	Reject
654.10	Wendy Fergusson	Development in rural areas should be restricted if you are going to intensify the city	Reject
654.8	Wendy Fergusson	Population should be kept to the 10-30 year term.	Reject
670.7	Mary-Louise Hoskins	Review how Christchurch is enacting the Enabling Housing Supply Amendment bill.	Reject
672.1	Debra August-Jordan	Opposes the intensification plan change and seeks that it not be approved.	Reject
679.12	Tony Dale	Seek that a social impacts assessment of the city-wide intensification proposal be undertaken to the level of detail that corresponds to the scale and significance of the proposal.	Accept
689.81	Jeff Smith for Environment Canterbury / Canterbury Regional Council	[That CCC consider restricting the installation of] solid fuel home heating appliances in some areas [through] an overlay that identifies areas with poor air quality.	Reject (out of scope)
701.1	Ian McChesney	[Set] a 'phase in' period (perhaps 10 years) for developments under the new regulations to allow a transition period for those potentially negatively affected. Property owners on sites likely to be impacted could then have time to leave the property, or plan for modifications to their own property to mitigate any new developments. (Such a phase in time could be over-ridden if neighbours consented to a development).	Reject

Point No.	Submitter Name	Summary of Relief	Recommendation
701.11	Ian McChesney	The CCC should provide, and consult on, a detailed plan about how green space will be provided, particularly in HDR zones, before any changes are made to residential planning regulations.	Reject
706.2	Sam Kealey for NHL Properties Limited	Oppose any provisions or changes that will adversely affect the outcome of intensifying urban for to provide additional development capacity, particularly near the city and commercial centres.	Accept in part
720.47	Mitchell Coll	That the Christchurch City Council take this opportunity when the District Plan is being rewritten to require buildings to calculate their lifetime carbon footprint and be required to not exceed a sinking lid maximum.	Reject
741.5	Susan Bye for Lower Cashmere Residents Association	The Opawaho Heathcote River corridor be designated as an area of special significance and area.	Accept in part
742.1	Harang Kim	Building more than 3 storey buildings will require much higher degree of infrastructure and town planning for sewer, stormwater, water, and traffic, etc. The high to medium density buildings will need elevators, heavier foundation, increase of traffic volume (as there is no public transport available other than bus service), and Christchurch is built on swamp. So it is not aligned with the national managed retreat plan.	Reject
742.3	Harang Kim	[Seek] ethical holistic development [for Christchurch] with balanced country development. It is an urban myth that high density will address housing issue and homelessness.	Reject
744.2	Cliff Mason	[That] an assessment of the carrying capacity of the environment of Christchurch City and its immediate surrounding area [is undertaken]	Reject
745.2	Rachel Crawford for Richmond Residents and Business Association (We are Richmond)	Retain plan change approach adopted arising from locally derived consultation; not one size-fits-all approach.	Reject
757.2	Kay and Megan Mintrom and Pearce	Oppose higher density development in quiet suburban areas	Reject
758.3	Tosh Prodanov	[Include affordability and reduce regulation]	Accept in part

Point No.	Submitter Name	Summary of Relief	Recommendation
761.2	Mark Thompson	[Seeks] that: Intensification of [the] area south of Bealey Avenue, central city is scrapped. - [that] Plan Change 14 be scrapped in [its] entirety and - The following actions taken by Council: a) A referendum for the people of Christchurch so they can decide if that want this level of intensification. b) Commission a social impact assessment that can articulate the impact and costs of intensification across different parts of Christchurch.	Reject
762.1	Daniel Crooks for New Zealand Institute of Architects Canterbury Branch	[Supports] [l]ocating and enabling density to develop around centres and transport corridors as per industry best practice.	Accept
762.2	Daniel Crooks for New Zealand Institute of Architects Canterbury Branch	[Supports] [t]he introduction of provisions that aim to achieve development that produces a high-quality perimeter block typology.	Accept
762.38	Daniel Crooks for New Zealand Institute of Architects Canterbury Branch	That a plant list similar to 16.8.3.ii is also introduced to other development areas / front boundary strips as a means of guidance.	Reject
762.42	Daniel Crooks for New Zealand Institute of Architects Canterbury Branch	Implement a requirement to have residential units which are attached (touching in some way) to be subdivided under Unit Title and not Fee Simple.	Reject
762.43	Daniel Crooks for New Zealand Institute of Architects Canterbury Branch	The branch would support incentives to encourage comprehensive development approaches to increasing density, thinking beyond the quarter acre block provides greater opportunity and collective thinking to redefine common spaces and create communal development. Encouraging this development may also reduce the number of 'sausage housing' developments which are a result of our site layouts on our city blocks and individual site ownership. This could be achieved through relaxed rules / restrictions when designed and developed over larger areas, whilst considering the plan objectives.	Reject

Point No.	Submitter Name	Summary of Relief	Recommendation
763.1	Christina Stachurski	the Council must insist on getting Geotechnical Investigation Reports for all of the suburbs affected before the new 'law' can take effect here. And get those investigations done by 'independent' engineers.	Reject
766.1	Kerri Jones	Oppose all of Plan Change 14.	Reject
767.1	Elanor James	Supports Plan Change 14 and increased density provisions.	Accept
782.1	Karilyn Breed	The council reject acceptance of the government's directives around intensification; Medium Density Residential Standards, timelines for notifications and decision-making, level of technical information and minimum evidence, and the ISPP – Intensified Streamlined Planning Process.	Reject
786.2	Marta Scott	[Seeks that] medium density gradually grow[s], starting with areas within 500 m of bus stops. Once a certain density is reached in those areas planning for further higher density areas and new bus routes could commence.	Reject
791.1	Marie Dysart	to support in principle the rules that central government has directed (allowing up to three dwellings of three storeys high) on most sections, subject to the imposition of limitations by allowing for "Qualifying Matters" as proposed by the Christchurch City Council (CCC) in Plan Change 14 ("PC 14") to the Christchurch City Plan.	Accept
793.5	Fiona Bennetts	Please ensure there are more parks/gardens/walkways between medium- and high- density builds. . Please re-wild some parts of the city that flood every time we get heavy rainfall.	Reject
793.6	Fiona Bennetts	[Improve transport systems]	Reject
798.1	Bjorn Dunlop for Wolfbrook	Accept the provisions of PC14 that implement or go beyond the MDRS.	Accept
798.19	Bjorn Dunlop for Wolfbrook	The Plan should be amended to use clear and concise language.	Accept in part

Point No.	Submitter Name	Summary of Relief	Recommendation
798.20	Bjorn Dunlop for Wolfbrook	Seeks that council apply to the Environment Court for the MDRS permitted activity rules to have immediate legal effect as provided for by section 86D of the RMA, excluding Qualifying Matter areas, other than the Sunlight Access and Public Transport Accessibility Restriction Qualifying Matters (which have no statutory or evidential merit). The relief sought above is consistent with Objective 6 of the NPS-UD regarding strategic and responsive planning and will ensure that Christchurch is on a level playing field with all other Tier 1 councils.	Reject
798.6	Bjorn Dunlop for Wolfbrook	redraft the residential activity notification preclusions and the rules framework in PC14 to implement Schedule 3A, clause 5 of the RMA.	
799.12	Benjamin Love	[That mixed uses are enabled across more areas]	Reject
799.3	Benjamin Love	[That intensification is enabled in] more of the wider city	Accept in part
799.7	Benjamin Love	Transit Orientated Development should be implemented at every station across the entire [transit corridor proposed by the Greater Christchurch Partnership].	Accept
799.8	Benjamin Love	[That] Rail [is] chosen [for t]he proposed new transit corridor by the Greater Christchurch Partnership [instead of Bus Rapid Transit]	Reject
799.9	Benjamin Love	Larger areas should be designed and redeveloped together...instead of small lots being individually developed.	Reject
809.1	Anita Collie for Scenic Hotel Group Limited	[Seeks] that amendments are [made] to existing zones to enable the outcomes sought by PC14.	Accept
809.2	Anita Collie for Scenic Hotel Group Limited	[O]pposes any provisions or changes that will adversely affect the outcome in (a); [ (a) supports the intensification of urban form to provide for additional development capacity, particularly near the city and commercial centres, and supports any provisions or changes to the District Plan that will achieve this outcome]	Accept in part
817.3	Elizabeth Harris	supports the intensification of urban form to provide for additional development capacity, particularly near the city and commercial centres, and supports any provisions or changes to the District Plan that will achieve this outcome	Accept

Point No.	Submitter Name	Summary of Relief	Recommendation
821.2	Anita Collie for Athena Enterprises Limited and Josephine Enterprises Limited	[Seeks] that amendments are [made] to existing zones to enable the outcomes sought by PC14.	Accept
821.5	Anita Collie for Athena Enterprises Limited and Josephine Enterprises Limited	[S]upports the intensification of urban form to provide for additional development capacity, particularly near the city and commercial centres, and supports any provisions or changes to the District Plan that will achieve this outcome.	Accept
827.6	Anita Collie for MGZ Investments Limited	reject, refuse, or otherwise decline the Qualifying Matters that do not align with that directed by the Central Government through the Amendment Act.	Accept
827.8	Anita Collie for MGZ Investments Limited	The submitter seeks that the NPS-UD is properly and fully given effect to through the provisions and zoning of PC14 through the intensification of development through enabling plan provisions and an increase in development capacity for residential and business use across the district.	Accept
832.13	Finn Jackson	[Seeks] that the council enable 6 to 10 storeys for residential buildings near commercial centres.	(Not included in Brittany's s42a)
835.1	Lynne Lochhead for Historic Places Canterbury	Broadly supportive of the proposed changes, however amendments are suggested in respect of buffer zones surrounding Hagley Park, Cramner Square and Latimer Square.	Reject
1039.1	Geoff Mahan	Oppose all of plan change.	Reject
845.2	Christopher Evan	[Seeks that] Christchurch City Council accepts the new Government rules and laws	Accept
1061.5	Elizabeth Harris	The submitter seeks amendments for any other additional or consequential relief to the District Plan, including but not limited to, the maps, issues, objectives, policies, rules, controls/discretions, assessment criteria and explanations that will fully give effect to the matters raised in the submission and the relevant planning legislation.	Reject

Point No.	Submitter Name	Summary of Relief	Recommendation
1066.1	Rachel Crawford for Richmond Residents and Business Association (We are Richmond) on behalf of Richmond Residents and Business Association (We are Richmond)	Support the efforts of the Council to convince the Government that a “one glove fits all” approach is not appropriate as far as this Act is concerned, and thank them for their efforts to achieve some acceptance within the Act that locality based modifications were necessary	Accept
851.1	Robert Leonard Broughton	[Seek] the plan change should be reviewed once a proper social impact assessment has been completed.	Accept in part
851.12	Robert Leonard Broughton	Do not embark on over-intensification.	
868.3	Maureen Kerr	Address existing issues of traffic congestion, carparking, flooding, liquefaction	Reject
868.4	Maureen Kerr	Consider impact of housing affordability and climate change as it applies to Strowan.	Accept in part
876.1	Alan Ogle	Seek that the plan change should be reviewed once a proper social impact assessment has been completed.	Accept in part
876.24	Alan Ogle	Oppose intensification of development.	Reject
878.22	Rebecca Eng for Transpower New Zealand Limited	Supports National Grid as existing qualifying matter.	Accept
1075.2	Diana Shand	Seeks alternatives to high-rise and cramped-living densification.	Reject
1086.1	Christian Jordan	Oppose intensification proposed by PC14	Reject
899.1	Anton Casutt	Oppose any intensification in existing suburbs.	Reject
901.17	John Hudson	The submitter opposes Plan Change 14.	Reject
901.5	John Hudson	Why are we doing this? We have well thought out plans for the future of Christchurch already and these plans have been formulated by people with expertise in the field based upon history, up to date data, intelligence and experience.	Reject



901.7	John Hudson	<p>See above, the CCC have planned for high density development within the CBD and it is working perfectly, the government plan will not.</p> <p>As stated by BRANZ above, perhaps the ad hoc development of three storey houses dotted across the suburbs is not likely to result in the creation of well-functioning urban areas that promote the wellbeing of our communities. BRANZ is a well respected expert in the field!</p> <p>So the items above in the build magazine do not agree with the three storey houses dotted across suburbs however they do agree with the current CCC plan, intensification in the central city and close to rapid transport.</p> <p>The CCC on behalf of its financiers ie ratepayers have always had an experienced, intelligent town planning team with knowledge and historical data. The mandating of the provisions under the NP-SUD totally ignore this experience and replace them with a government agency that have failed in all attempts at creating cheaper housing.</p> <p>In 2010 the Christchurch City Council released “A City For People Action Plan”, a program of work through to 2022 to improve to public spaces within the central city to entice more inner city residents and visitors. A primary action is to reduce the impact of motorised private vehicles and increase the comfort of pedestrians and cyclists. The plan is based on a report prepared for the council by renowned Danish design firm Gehl Architects.</p> <p>Under the MDRS the impact of this strategy will be seriously reduced, MDRS gives other options which are contrary to the A City For People Action Plan for which the financiers paid!</p> <p>The Christchurch City Council alongside Otakaro Limited is trying to revitalise the central city. The Council aspires to have 30,000 residents living within the Four Avenues by 2026. When the historic census population 9for 1996, 2002 and 2006) is plotted and extrapolated to 2026, and compared to the required growth to reach a projected population of 30,000 residents by 2026, it becomes clear that this is an ambitious goal. Entire city blocks have earmarked for residential development, as well as private developments, aiming toward this goal. 30,000 living in the city by 2026.</p> <p>Christchurch City Centre had an estimated population of 7,760 as of June 2022, with a population of 5295 at the 2018 census.</p>	Reject
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Point No.	Submitter Name	Summary of Relief	Recommendation
		<p>So it is growing albeit slowly however with the MDRS urban sprawl this growth will stall. The above vision by the CCC is why private people and the CCC by way of rate payers, invested in the city centre and it is beginning to work extremely well but we do need to continue growing the CBD population because if we don't we could well see businesses that took the gamble of an increasing CBD population fail. We need to continue to pursue vibrancy, not vacancy buildings!</p> <p>The central city is an important employment area supporting 26,000 full-time equivalent (FTE) employees, and with much of the floor area taken up by office space. One of the biggest employers is Christchurch City Council with 800 FTE at the civic offices.</p> <p>Many education providers are located in the city centre. Christchurch Polytechnic with 6000 students is the largest of these. There are numerous language school, providing a platform for an important market of attracting mainly Asian students to the city.</p> <p>So these students will want to rent nearby, not in the suburbs so let us continue to intensify accommodation options in the CBD and nearby and not in the suburbs. These students will then support local businesses within the CBD and they can easily travel by foot or pedal to the majority of their destinations. Contrast that, MDRS replacing RS will have these people spread all over the suburbs which is contrary to the CCC plan of having 30,000 CBD residents by 2026!</p>	
902.1	Helen Broughton for Waipuna Halswell-Hornby-Riccarton Community Board	[That Christchurch City Council is not] included as a Tier 1 territorial authority under the Act. [T]hat population projections and the need for high and medium density housing are based on accurate figures	Accept in part
902.5	Helen Broughton for Waipuna Halswell-Hornby-Riccarton Community Board	[That technical assessments are undertaken on]: social impacts infrastructure capacity citywide geotechnical stability	Reject (Brittany)
902.6	Helen Broughton for Waipuna Halswell-Hornby-Riccarton Community Board	[Reject] the imposition of the government mandated intensification proposals.	Reject

<b>Point No.</b>	<b>Submitter Name</b>	<b>Summary of Relief</b>	<b>Recommendation</b>
908.3	Ross Gray for Christchurch Civic Trust on behalf of Christchurch Civic Trust	[Seeks] that all development projects should involve energy and emissions audits that can be used to evaluate the merits of alternative courses of action.	Reject
908.4	Ross Gray for Christchurch Civic Trust on behalf of Christchurch Civic Trust	[Seeks that council take] a water sensitive design (sponge city) approach for catchment-wide flood risk management.	Reject
908.5	Ross Gray for Christchurch Civic Trust on behalf of Christchurch Civic Trust	[Seeks that council ensures] [p]lanning instruments reflect the realities of climate change.	Accept in part
908.8	Ross Gray for Christchurch Civic Trust on behalf of Christchurch Civic Trust	Decision Sought: Seeks PC14 to be amended to consider Christchurch local factors and purposes of RMA and potential legislation when shifting to intensification. The unique history of the city should be considered while allowing innovative approaches that are sustainable, equitable, and efficient.	Reject
2002.3	Daphne Robinson	Oppose intensification in leafy suburbs such as Strowan.	Reject

**APPENDIX D – SUBMISSIONS AND FURTHER SUBMISSIONS – STRATEGIC DIRECTIONS CHAPTER 3, STRATEGIC ISSUES, QMS STRATEGIC AND CITY  
INFRASTRUCTURE AND COASTAL HAZARDS**

<b>1.2 STRATEGIC DIRECTIONS</b>				
<b>Sub. No.</b>	<b>Submitter name</b>	<b>Summary of relief sought</b>	<b>Further submitter name and number</b>	<b>Recommendation</b>
<b>Objective 3.3.1 – Enabling recovery and facilitating the future enhancement of the district</b>				
S657.3	Clair Higginson	Seek amendment - Add a point (iv) to objective 3.3.1: Considers sustainability and potential effects of Climate Change (to be overarching matters and considered in any and all decisions)		Accept in part.
<b>Objective 3.3.2 – Clarity of language and efficiency</b>				
S814.40	Carter Group Limited	Retain Objective 3.3.2 as notified.		Accept
S823.36	The Catholic Diocese of Christchurch	Retain as notified.		Accept
<b>Objective 3.3.3 – Ngai Tahu mana whenua</b>				
S689.2	Environment Canterbury / Canterbury Regional Council	Retain Objective as notified	FS2032.1	Accept in part
S834.1	Kāinga Ora – Homes and Communities	1. Amend clause (a)(ii) as follows: Ngāi Tahu mana whenua's <del>aspirations to actively participate</del> <b>priorities for their well-being and prosperity are recognised and provided for</b> in the revitalisation of Ōtautahi, <b>including the provision of Papakāinga/Kāinga Nohoanga are recognised</b> ; and		Accept
S695	Te Hapū o Ngāti Wheke	Rāpaki Rūnanga is specifically supportive of the proposed revisions to the high-level provision that seek to further enable Ngāi Tahu development priorities including provision of papkainga/kainga nohoanga with the urban area and on Maori Land.	FS2054.19	Accept
<b>Objective 3.3.4 – Housing bottom lines and choice</b>				

S689.3	Environment Canterbury / Canterbury Regional Council	Retain as notified		Accept – relocated to 3.3.7
S834.2	Kāinga Ora – Homes and Communities	Support the proposed reference to Papakāinga/Kāinga Nohoanga as a new clause(b)(ii).		Accept in part – relocated to 3.3.7
S695	Te Hapū o Ngāti Wheke	Rāpaki Rūnanga is specifically supportive of the proposed revisions to the high-level provision that seek to further enable Ngāi Tahu development priorities including provision of papkainga/kainga nohoanga with the urban area and on Maori Land.		
<b>Objective 3.3.5 Business and economic prosperity</b>				
<b>Objective 3.3.7 (new provision)– Well-functioning urban environment</b>				
S121.26	Cameron Matthews	Remove Strategic Objectives 3.3.7(a)(i)(A), (B), and (D) and replace these with Policy 1 of the NPS-UD.		Accept in part
S377.1	Toka Tū Ake EQC	Retain objective and add the following underlined: iv. The benefits of urban environments that support reductions in greenhouse gas emissions; and are resilient to <u>natural hazards and</u> the current and future effects of climate change.		Accept
S259.9	Ara Poutama Aotearoa	Supports the changes to new strategic direction objective 3.3.7 (MDRS objective 1)		Accept in part

556.2	Winton Land Limited	<p>That objective 3.3.7 be amended as follows: 3.3.7 Objective - Well-functioning urban environment a. A well-functioning urban environment that enables all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future;<del>including by recognising and providing for;</del></p> <p>i. <del>Within commercial and residential zones, a distinctive, legible urban form and strong sense of place, expressed through:</del></p> <p><del>A. Contrasting building clusters within the cityscape and the wider perspective of the Te Poho o Tamatea/the Port Hills and Canterbury plains; and</del></p> <p><del>B. Appropriate scale, form and location of buildings when viewed in context of the city's natural environment and significant open spaces, providing for;</del></p> <p><del>I. Larger scale development where it can be visually absorbed within the environment; and</del></p> <p><del>II. Lower heights and design controls for development located in more sensitive environments;</del></p> <p><del>C. The pre-eminence of the city centre built form, supported by enabling the highest buildings;</del></p> <p><del>D. The clustering, scale and massing of development in and around commercial centres, commensurate with the role of the centre and the extent of commercial and community services provided;</del></p> <p><del>E. The largest scale and density of development outside of the city centre, provided within and around town centres, and lessening scale for centres lower in the hierarchy;</del></p> <p>ii. <del>Development and change over time, including amenity values, in response to the diverse and changing needs of people, communities and future generations;</del></p> <p>iii. <del>The cultural traditions and norms of Ngai Tahu manawhenua; and</del></p> <p>iv. <del>The benefit of urban environments that support reductions in greenhouse gas emissions; and are resilient to the current and future effects of climate change.</del></p>	FS2030.3	Accept in part
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689.4	Environment Canterbury / Canterbury Regional Council	[Retain Objective as notified]		Accept in part
705.11	Foodstuffs	Amend objective to include provision for enabling more business (such as supermarkets) in or near centre zones in accordance with Objective 1, Objective 3 and Policy 1 NPS-UD.		Reject
780.1	Josie Schroder	Retain Objective 3.3.7 as notified		Accept in part
806.2	Te Tāhuhu o te Mātaranga (Ministry of Education)	[Add] a v. <u>Provides for educational opportunities throughout the districts to support communities and development.</u>		Reject
814.41	Carter Group Limited	Amend Objective 3.3.7 by deleting the test following the words 'into the future' as follows: 3.3.7 Objective – Well-functioning urban environment a. A well-functioning urban environment that enables all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future; <del>including by recognising and providing for;</del> <del>i. Within commercial and residential zones...</del> <del>iv. The benefits of urban environments that support reductions in greenhouse gas emissions; and are resilient to the current and future effects of climate change.</del>	FS2050.10	Accept in part
823.37	The Catholic Diocese of Christchurch	Amend by deleting the test following the words 'into the future' as follows: 3.3.7 Objective – Well-functioning urban environment a. A well-functioning urban environment that enables all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future; <del>including by recognising and providing for;</del> <del>i. Within commercial and residential zones ...</del> <del>iv. The benefits of urban environments that support reductions in greenhouse gas emissions; and are resilient to the current and future effects of climate change.</del>		Accept in part

834.3	Kāinga Ora – Homes and Communities	2. Retain the objective as notified, except for: Delete clause (a)(i)(A) <del>Contrasting building clusters within the cityscape and the wider perspective of the Te Poho o Tamateka/the Port Hills and Canterbury plains; and</del> Amend clause (a)(E)(iii) as follows: 1. The cultural traditions and norms of Ngāi Tahu mana whenua, <b>including the provision of Papakāinga/Kāinga Nohoanga</b> 2. Update clause numbering.	FS2030.4, FS2044.15 and FS2049.7	Accept in part
S695	Te Hapū o Ngāti Wheke	Rāpaki Rūnanga is specifically supportive of the proposed revisions to the high-level provision that seek to further enable Ngāi Tahu development priorities including provision of papkainga/kainga nohoanga with the urban area and on Maori Land.		Accept
842.11	Fire and Emergency	Retain as notified.		Accept in part
852.4	Christchurch International Airport Limited (CIAL)	Amend new objective 3.3.7 - Well-functioning urban environment as follows: a. A well-functioning urban environment that enables all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future; including by recognising and providing for;... <u>v. reduced density of development for sensitive activities where a Qualifying Matter applies.</u>	FS2050.5 and FS2017.4	Accept
855.17	Lendlease Limited	Amend Objective 3.3.7 to include reference to the Metropolitan Centre Zone, as follows: 3.3.7 Objective – Well-functioning urban environment. a. A well-functioning urban environment that enables all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future; including by recognising and providing for; i. Within commercial and residential zones, a distinctive, legible urban form and strong sense of place, expressed through:... E. The largest scale and density of development, outside of the city centre, provided within and around <u>metropolitan centres and town centres</u> , and lessening scale for centres lower in the hierarchy	FS2090.32	Reject



878.1	Transpower New Zealand Limited	Amend Objective 3.3.7 as follows: a. <u>A well-functioning urban environment that enables all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future; including by recognising and providing for;</u> iv. <u>The benefits of urban environments that support reductions in greenhouse gas emissions; and are resilient to the current and future effects of climate change;</u> <b>...; and x. <u>The specific characteristics of qualifying matters.</u></b>	FS2052.2 and FS2054.3	Accept
903.21	Danne Mora Limited	Amend Objective 3.3.7 to only be that identified in red of the notified version: <u>3.3.7 Objective – Well-functioning urban environment</u> <u>A well-functioning urban environment that enables all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future</u>		Reject
914.5	Davie Lovell-Smith Ltd	Amend Objective 3.3.7 to only be that identified in red of the notified version: <u>3.3.7 Objective – Well-functioning urban environment</u> <u>A well-functioning urban environment that enables all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future</u>		Reject
<b>Objective 3.3.8 (new numbering) – Urban growth, form and design</b>				
689.5	Environment Canterbury / Canterbury Regional Council	[Retain Objective as notified]		Accept in part
780.2	Josie Schroder	Retain Objective 3.3.8 as notified.		Accept in part
805.32	Waka Kotahi (NZ Transport Agency)	Supports the proposed objective [and seeks to] retain as notified.	FS2052.42	Accept in part
806.3	Te Tāhuhu o te Mātaranga (Ministry of Education)	[Regarding objective 3.3.78] [Add] a, xi. <b><u>Provides for educational facilities throughout the districts to support community and development.</u></b>		Reject

814.42	Carter Group Limited	Amend Objective 3.3.8(viii) as follows: <del>viii. Has good <u>improves overall accessibility for all and connectivity (including through opportunities for walking, cycling and public transport) for people between housing, jobs, community services, natural spaces, and open spaces including by way of public or active transport, transport (including opportunities for walking, cycling and public transport) and services; and</u></del>		Accept
823.38	The Catholic Diocese of Christchurch	Amend as follows: viii. Has good <del>improves overall accessibility for all and connectivity (including through opportunities for walking, cycling and public transport) for people between housing, jobs, community services, natural spaces, and open spaces including by way of public or active transport, transport (including opportunities for walking, cycling and public transport) and services; and</del>		Accept
834.4	Kāinga Ora – Homes and Communities	Amend clause (a)(E)(iii) as follows: 1. The cultural traditions and norms of Ngāi Tahu mana whenua, <b><u>including the provision of Papakāinga/Kāinga Nohoanga</u></b> 2. Update clause numbering.	FS2030.5	Accept in part
834.5	Kāinga Ora – Homes and Communities	1. Retain objective as notified, except for the deletion of existing clause(a)(ii): <del>Has its areas of special character and amenity value identified and their specifically recognised values appropriately managed; and</del> 2. Amend clause (a)(iv.)(A) as follows: <b><u>in and around the Central City, Key Activity Centres (as identified in the Canterbury Regional Policy Statement), Town Centre, and larger Local neighbourhood centres, and nodes of core public transport routes; and</u></b>	FS2088.13 and FS2044.16	Accept
842.12	Fire and Emergency	Retain as notified	FS2010.3	Accept in part
<b>Objective 3.3.9 (new numbering 3.3.10) Natural and cultural environment</b>				
61.18	Victoria Neighbourhood Association (VNA)	Include commercial/industrial sites in Strategic Objective 3.3.10 (a) (ii) E,		Reject
205.2	Addington Neighbourhood Association	Areas of higher density should provide residents with access to public green spaces within a distance of no more than one kilometer.		Reject

237.49	Marjorie Manthei	Amend (a)(i) to include commercial/industrial activities as well.		Reject
571.13	James Harwood	[S]eek[s] that the council retains the tree canopy requirement and contributions plan.		Accept
615.9	Analija Thomas	Seek that the council retains the tree canopy requirement and contributions plan.		Accept
689.6	Environment Canterbury / Canterbury Regional Council	[Retain Objective as notified]		Accept
780.3	Josie Schroder	Retain Objective 3.3.10 as notified.		Accept
814.43	Carter Group Limited	Oppose Objective 3.3.10(ii) E. Seek that it is deleted.		Reject
823.39	The Catholic Diocese of Christchurch	Delete		Reject
834.6	Kāinga Ora – Homes and Communities	Delete proposed clause (a)(ii)(E): <del>Tree canopy cover in areas of residential activity that maintains and enhances the city's biodiversity and amenity, sequesters carbon, reduces stormwater runoff, and mitigates heat island effects; and</del>		Reject
874.16	Daresbury Ltd	[Regarding Objective 3.3.10(ii)(E)] [Seeks that this objective is deleted]		Reject
<b>Objective 3.3.12 (new numbering 3.3.13) – Infrastructure</b>				
292.1	Julie Farrant	Seeks amendments to ensure that existing stormwater infrastructure is competent for [high density accommodation development].		Reject
834.7	Kāinga Ora – Homes and Communities	Delete clause (b.)(iii.). “...avoiding new noise sensitive activities within the 50dBA Ldn Air Noise Contour .....”		Reject
854.9	Orion New Zealand Limited (Orion)	Amend existing Objective 3.3.13 Objective – Infrastructure as follows: ... <b><u>vi. managing activities to avoid adverse effects on the 11kV, 400V and 230V electricity distribution network.</u></b>		Reject

## SOCIAL IMPACT OF INTENSIFICATION

Sub. No.	Submitter name	Summary of relief sought	Further Submissions	Recommendation
236.7	Susan Barrett	I believe the negative social and environmental costs of the high-density residential zones (HDRZ) proposed under PC14 outweigh the government's hoped for benefits and would lessen the quality of life of Christchurch's residents, if PC14 is adopted as a blanket policy for housing development in our suburbs.		Reject
259.5 259.3 259.4	Ara Poutama Aotearoa	<i>[Re: Emergency and refuge accommodation]</i> Amend the residential definitions in the CDP to ensure housing which provides for diverse needs of the community are provided for.		Reject or accept in part as already provided for throughout plan
354.4	Waimāero Fendalton- Waimairi- Harewood Community Board	[Seeks council ensures] that there will be requirements for developers to engage with the local community.	FS2040.5	Reject, out of scope
627.1 627.2	Plain and Simple Ltd	[T]hat the objectives within PC 14 are amended to explicitly include recognition of the role of housing in fostering social cohesion and a sense of community belonging	FS2030.1	Reject, out of scope
105.3	Te Whare Roimata	New Qualifying Matter for the provision of affordable housing: - the adoption of the American approach to urban development which requires a percentage of new developments being set aside to house low income dwellers; or the development of an Inclusionary Housing Plan which requires new residential developments to pay an “affordable housing financial contribution” similar to that adopted by the Queenstown Council. The money collected from this financial contribution would then be given to Community Housing providers to help fund replacement affordable housing ideally in neighbourhoods such as the Inner City East.		Reject
<b>6 - General Rules and Procedures &gt; 6.10 - Works for the Purposes of Earthquake Recovery &gt; 6.10.4 - 6.10A Tree Canopy Cover and Financial contributions &gt; 6.10.4.2 - 6.10A.2 Objectives and Policies</b>				

Sub. No.	Submitter name	Summary of relief sought	Further Submissions	Recommendation
154.5 154.6	Ōpāwaho Heathcote River Network (OHRN)	<i>[Re: Policy Outcomes]</i> Rules should seek to encourage or require community-level planning in areas of high intensification.		Reject, out of scope
<b>6 - General Rules and Procedures &gt; 6.10 - Works for the Purposes of Earthquake Recovery &gt; 6.10.4 - 6.10A Tree Canopy Cover and Financial contributions</b>				
154.6	Ōpāwaho Heathcote River Network (OHRN)	Rules should seek to encourage or require community-level planning in areas of high intensification.		Reject, out of scope
882.2	Latimer Community Housing Trust	Request the introduction of inclusionary Housing Plan which lists within the District Plan along the lines of the Queenstown Lakes Council, requir[ing] developers of new residential housing in the area to make a financial contribution to a fund to be used to provide affordable housing. We support the submission of Te Whare Roimata Trust [#105] and its recommendations.		Reject
627.22	Plain and Simple Ltd	[New provisions to] ensure the [delivery of]: mainstream alternative housing options with accessible green space and appropriate amenity values., integrat[ed] social and affordable housing in mixed communities, prototyping zones with rules and aligned support that facilitates innovation and prototyping of new choices of housing		Reject or accept in part as partly addressed through PC14
<b>14 - Residential &gt; 14.5 - Rules - Medium Density Residential Zone</b>				
725.3	Sophie Burt	Precincts within the Medium-Density Residential Zone should each have a Regeneration Framework Plan and have regulatory, comprehensive community engagement.		Reject – out of scope
<b>14 - Residential &gt; 14.5 - Rules - Medium Density Residential Zone &gt; 14.5.2 - Built form standards</b>				
145.6 145.7	Te Mana Ora/Community and Public Health	Te Mana Ora recommends that Christchurch City Council considers how housing developments can be designed in a way that encourages social interaction. For example, shared spaces, such as green spaces, paths and bike sheds, can facilitate social interaction in housing developments.		Reject – out of scope
882.2	Latimer Community Housing Trust	Request the introduction of inclusionary Housing Plan which lists within the District Plan along the lines of the Queenstown Lakes Council, requir[ing] developers of new residential housing in the area to make a		Reject

Sub. No.	Submitter name	Summary of relief sought	Further Submissions	Recommendation
		financial contribution to a fund to be used to provide affordable housing. We support the submission of Te Whare Roimata Trust [#105] and its recommendations.		
54.3	Shirley van Essen	Investigate the social effects and consequences of Plan Change 14.		Accept in part
105.2	Te Whare Roimata	That the present market-led, compact city model favoured in Plan Change 14 is replaced by the notion of the “Just City” now advanced in the literature as the means of addressing the distributive inequalities of urban growth which sees equity and urban justice put at the centre of planning decisions.		Accept in part
188.1	Riccarton Bush - Kilmarnock Residents' Association	The plan change should be reviewed once a proper social impact assessment has been completed.		Accept in part
218.4	Julia van Essen	[That] a review into the social impact of plan change 14 [is undertaken].		Accept in part
315.4	Denis Morgan	I have a <b>strong</b> objection to. <b>Lack of proper social impact assessment*</b> Lack of community consultation by the NZ House of Representatives.		Reject
354.6	Waimāero Fendalton-Waimairi-Harewood Community Board	[Seeks council ensures] that there will be requirements for developers to engage with the local community	FS2040.6	Reject out of scope
679.12	Tony Dale	Seek that a social impacts assessment of the city-wide intensification proposal be undertaken to the level of detail that corresponds to the scale and significance of the proposal.		Accept in part
851.1	Robert Leonard Broughton	[Seek] the plan change should be reviewed once a proper social impact assessment has been completed.		Accept
876.1	Alan Ogle	Seek that the plan change should be reviewed once a proper social impact assessment has been completed.	FS2083.9	Accept in part
902.5	Waipuna Halswell-Hornby Riccarton Community Board	[That technical assessments are undertaken on]: social impacts , infrastructure capacity , citywide geotechnical stability		Accept in part

## INFRASTRUCTURE

Sub. No.	Submitter name	Summary of relief sought	Further submissions	Recommendation
354.3	Waimāero Fendalton-Waimairi-Harewood Community Board	[Seeks council] to consider the capacity of existing infrastructure to support development.		Reject
102.1	Zhijian Wang	<p>Adding medium-density and high-density housing to established neighbourhoods is not an ideal solution. Infrastructure will not be able to cope with demand, infrastructure improvements will be costly and impact on rates, and there will be further interruption with excavations and road closures.</p> <p>There will be increased concrete and asphalt footprints and reduced garden areas, affecting the natural infiltration of rainwater, increasing the burden on infrastructure and that may cause flooding. There will be an associated impact on Christchurch's brand as a Garden City. which has taken time to develop.</p>		Reject
447.14	Alex Lowings	Oppose - There does not appear to be provisions for infrastructure improvements in terms of wastewater, power, etc.		Reject
489.2	Chris Baddock	Seek Amendment - That necessary infrastructure should be built before intensifying the housing regarding public transport		Reject

205.1	Addington Neighbourhood Association	Seek Amendment - Intensification should be restricted until required infrastructure is in place.		Reject
292.1	Julie Farrant	Seek Amendment - Seeks amendments to ensure that existing stormwater infrastructure is competent for [high density accommodation development].		Reject
489.3	Chris Baddock	That necessary infrastructure should be built before intensifying the housing regarding public transport		Reject
246.3	Robert Black	Seek Amendment - Consider infrastructure limitations, and map areas as qualifying matters where infrastructure is not sufficient for intensive development.		Reject
680.3	Bernard and Janette Johnston and Dovey	Seek Amendment - Consider the existing infrastructure issues on the Hills and amend PC14 to include a new Infrastructure Qualifying Matter area on the Hills as appropriate, and make all consequential amendments necessary to give effect to this submission.		Reject
689.76	Environment Canterbury / Canterbury Regional Council	[Seeks new Qualifying Matters for]: the upper Halswell River catchment areas are covered by a Qualifying Matter that prevents further intensification because of inadequate stormwater infrastructure and downstream flooding effects.		Reject
804.7	Waihoru Spreydon-Cashmere-Heathcote Community Board	Seek Amendment - [C]oncerned that infrastructure is suitable for increased density, and support the public transport accessibility restriction, especially across the Port Hills.		Reject
875.2	Philippa Rutledge	Seek Amendment - In [the Medium Density Residential Zone] qualifying matters – include stormwater infrastructure that has not been upgraded within the last 20 years. The plan change is		Reject



		subject to Part 2 in the usual way, and as such the health and well-being of people in s5 should not be diminished as a result of stormwater discharges.		
902.7	Waipuna Halswell-Hornby-Riccarton Community Board	Seek Amendment - [That the threshold for qualifying matters be lowered to enable] recognition of a range of other matters that render areas of the city unsuitable for the type of intensification proposed. These matters include land stability and the height of the water table in some areas, as well as the capacity of infrastructure such as roading to cope with additional development.		Reject
287.4	Mark Nichols	Seek Amendment - Seek densification in a planned and staged way by staging the effective date of the zoning changes in for example rings coming out from the city centre and/or major shopping areas, so that the densification occurs in a structured way over time, rather than in a haphazard way across most of the city. This will allow for a more staged build out of the infrastructure required to support the densification.		Reject
644.3	Fay Brorens	Seek Amendment - The submitter makes the following suggestions on density: - developments should consider infrastructure, especially sewer.		Reject

## AIRPORT NOISE CONTOUR – EXISTING MATTER, NEW SPATIAL EXTENT

Sub. No.	Submitter name	Summary of relief sought	Further submissions	Recommendation			
<b>General Rules and Procedures &gt; Noise &gt; 6.1A - Qualifying Matters &gt; 6.1A.1 Application of qualifying matters</b>							
852	Christchurch International Airport Limited	PC14 should define all areas potentially subject to levels of noise of 50dBA Ldn or greater, based on the 2023 remodelled contours.		Accept in part			
50.2	Oliver Comyn	Retain the Airport Noise Contour Qualifying Matter.	FS2085.2	Accept in part			
110.2	Marie Mullins	Oppose Airport Noise Influence Area that overlays a small part of the site at 18 Kauri Street as it would restrict future development that would not accord with the intent of the proposed Medium Density Rules.		Reject			
453.3	Luke Hansby	Opposes Qualifying Matters as proposed.		Reject			
479.2	Karelia Levin	Approve PC14 in respect of the Airport Noise Influence Area.		Accept in part			
676.12	Jack Gibbons	[In respect of the Airport Noise Influence Area, remove this as a QM]		Reject			
743.2	Matthew Gibbons	Higher density near the airport should be allowed - people can install sound proofing. Perimeter block housing should be easier.		Reject			
751.27	Christchurch City Council	Remove references to Low Density Residential Airport Influence Zone and the Low Density Residential Airport Influence Zone'] and ensure correct reference to RS, RSDT, and the Airport Noise Influence Area is made.	FS2052.27	Not considered			
833.1	Andrew Kyle	That the 50dBA air noise contour be excluded from becoming a Qualifying Matter.		Reject			
835.7	Historic Places Canterbury	The submitter supports all qualifying matters.		Accept in part			
852.5	Christchurch International Airport Limited (CIAL)	Amend Table 1- Qualifying Matters, as follows: <table border="1" style="margin-left: 20px;"> <tr> <td style="text-align: center;"><b>Chapter 14 Residential</b></td> </tr> <tr> <td>Safe or efficient operation of nationally significant infrastructure (Christchurch Airport)</td> </tr> <tr> <td>14.4.1 – 14.4.4, <del>14.9</del>, 14.13, 14.14 <del>Low Density Residential Airport Influence Zone and Airport Influence Density Precinct Airport Noise Influence Area</del></td> </tr> </table>	<b>Chapter 14 Residential</b>	Safe or efficient operation of nationally significant infrastructure (Christchurch Airport)	14.4.1 – 14.4.4, <del>14.9</del> , 14.13, 14.14 <del>Low Density Residential Airport Influence Zone and Airport Influence Density Precinct Airport Noise Influence Area</del>	FS2017.5	Accept in part
<b>Chapter 14 Residential</b>							
Safe or efficient operation of nationally significant infrastructure (Christchurch Airport)							
14.4.1 – 14.4.4, <del>14.9</del> , 14.13, 14.14 <del>Low Density Residential Airport Influence Zone and Airport Influence Density Precinct Airport Noise Influence Area</del>							

		<p style="text-align: center;"><b>Chapter 15 Commercial</b></p> <p>Safe or efficient operation of nationally significant infrastructure (Christchurch Airport)</p> <p>15.2.4.6 Policy – Strategic Infrastructure</p> <p>15.4.1.1 P21 and 15.4.1.5 NC<del>1</del><sub>2</sub>– Town Centre Zone - Residential activity within 50 dB Ldn Air Noise Contour <u>or the Airport Noise Influence Area</u></p> <p>15.5.1.1 P21 and 15.5.1.5 NC2 – Local Centre Zone - Residential activities within 50 dB Ldn Air Noise Contour <u>or the Airport Noise Influence Area</u></p> <p>15.6.1.1 P19 – Neighbourhood Centre Zone - Residential activities within 50 dB Ldn Air Noise Contour <u>or the Airport Noise Influence Area</u></p> <p>15.6.1.5 NC2 - Neighbourhood Centre Zone - Sensitive activities within the 50 dB Ldn Air Noise Contour <u>or the Airport Noise Influence Area</u></p> <p><u>15.9.1.1 P10 - Commercial Office Zone - Preschool outside of the 50 dB Ldn Air Noise Contour or the Airport Noise Influence Area</u></p> <p><u>15.9.1.5 NC2 - Commercial Office Zone - Sensitive activities within the 50 dB Ldn Air Noise Contour or the Airport Noise Influence Area</u></p> <p>15.10.1.1 P27 and 15.10.1.5 NCI- Mixed Use Zone - Residential activities - Internal bedroom noise reduction, <u>and Residential activities within 50 dB Ldn Air Noise Contour or the Airport Noise Influence Area.</u></p>			
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884.6	Troy Lange	Amend the Airport Noise Qualifying Matter to only apply to areas within the 55 dBA Ldn CIAL airport noise contour.		
887.4	Jane Harrow	Amend the Airport Noise Qualifying Matter to only apply to areas within the 55 dBA Ldn airport noise contour , such a contour to be based on a maximum 30 year assessment period having regard to matters such as future growth projections, predicted flight paths and expected fleet mix. The contour should be based on an assessment of the annual average noise, as opposed to the current contour which is based on the 3 busiest months of commercial aircraft movements.	FS2050.39, FS2087.7, FS2088.8, FS2089.7 and FS2017.30	Reject
834.57	Kāinga Ora – Homes and Communities	Qualifying matters - Airport Noise Influence Area Delete this qualifying matter and all proposed provisions.	FS2050.11	Reject
<b>General Rules and Procedures &gt; Noise &gt; Activity Specific Noise Rules &gt; Activity standards &gt; Aircraft operations at Christchurch International Airport</b>				
54.1	Shirley van Essen	The airport noise contour to be widened to include 34, 36A and 38 Kahu Road, and more properties west and south of Kahu Road between the two bridges over the Avon River. Properties within the amended noise contour to be zoned Residential Suburban.		Reject
<b>Multiple chapters and provisions (see full submission)</b>				
805.29 805.30 805.31 805.26 805.28 805.23	Waka Kotahi (NZ Transport Agency)	Update the Residential Suburban Zone properties subject to the Airport Noise Influence Area to the appropriate zoning required under the MDRS.	FS2050.12 and FS2052.33 FS2050.28 and FS2052.36 FS 2050.19 and FS2050.29	Accept in part
<b>General Rules and Procedures &gt; Noise &gt; Rules - Activities near infrastructure &gt; Activity standards &gt; Activities near Christchurch Airport</b>				
676.15	Jack Gibbons	Place additional requirements on noise proofing [for buildings].	FS2050.13	Reject
<b>General Rules and Procedures &gt; Noise &gt; 6.1A - Qualifying Matters &gt; 6.1A.1 Application of qualifying matters</b>				
110.2	Marie Mullins	Oppose Airport Noise Influence Area that overlays a small part of the site at 18 Kauri Street as it would restrict future development that would not accord with the intent of the proposed Medium Density Rules.		
430.2	Tracey Berry	[Delete the Airport Noise Qualifying Matter]		Reject
479.2	Karelia Levin	Approve PC14 in respect of the Airport Noise Influence Area.		Accept in part
676.12	Jack Gibbons	[In respect of the Airport Noise Influence Area, remove this as a QM]		Reject

743.2	Matthew Gibbons	Higher density near the airport should be allowed - people can install sound proofing. Perimeter block housing should be easier.		Accept in part
751.18	Christchurch City Council	Amend qualifying matter provisions to the extent needed to ensure they are within the scope authorised for an Intensification Planning Instrument by the RMA, having regard to relevant case law as might be applicable at the time of consideration.	FS2044.1 and FS2049.1	Not considered
751.27 751.28 751.29	Christchurch City Council	Remove references to Low Density Residential Airport Influence Zone and the Low Density Residential Airport Influence Zone'] and ensure correct reference to RS, RSDT, and the Airport Noise Influence Area is made.	FS2052.27	Not considered
859.7	Ministry of Housing and Urban Development	That the following qualifying matters are deleted and the appropriate underlying zoning is applied: a. Low Public Transport Accessibility Qualifying Matter. b. Sunlight Access c. Airport Noise Contours d. Key Transport Corridors – City Spine.	FS2081.24 and FS2050.23	
<b>Subdivision, Development and Earthworks &gt; Activity standards &gt; Minimum net site area and dimension</b>				
852.6	Christchurch International Airport Limited (CIAL)	Amend Rule 8.6.1.a. as follows: Minimum net site area and dimension a. Allotments in the Residential Suburban, Residential Hills, Residential Large Lot Residential, Open Space Metropolitan Facilities (golf courses, Riccarton Racecourse and Wilding, Western, Kearneys and Christchurch Parks) and the 50 dB Ldn Air Noise Contour or the Airport Noise Influence Area Low Density Residential Airport Influence Zones shall have a minimum dimension of 16m x 18m. Amend Table 1 Minimum net site area - residential zones by deleting clause d and e that refer to the "Low Density Residential Airport Influence Zone" and the "Low Density Residential Airport Influence Zone - Airport Influence Density Precinct". Amend Table 6 "Allotments with existing or proposed buildings" clauses a and b by removal of the references to the "Low Density Residential Airport Influence Zone" and the "Low Density Residential Airport Influence Zone-Airport Influence Density Precinct".	FS2017.6	Accept in part
<b>Specific Purpose Zones &gt; Specific Purpose (School) Zone &gt; Appendices &gt; Appendix 13.6.6.1 State Schools</b>				
852.24	Christchurch International Airport Limited (CIAL)	Amend Appendices 13.6.6.1, 13.6.6.2, 13.6.6.3 and 13.7.6.1 to ensure that sites beneath the 50 dB Ldn Air Noise Contour or the Airport Noise Influence Area retain the operative plan Residential Suburban or Residential Suburban Transition Zone.	FS2017.24 and FS2032.22	Accept in part
<b>Specific Purpose Zones &gt; Specific Purpose (School) Zone &gt; Appendices &gt; Appendix 13.6.6.2 State Integrated Schools</b>				

852.25 852.26	Christchurch International Airport Limited (CIAL)	Amend Appendices 13.6.6.1, 13.6.6.2, 13.6.6.3 and 13.7.6.1 to ensure that sites beneath the 50 dB Ldn Air Noise Contour or the Airport Noise Influence Area retain the operative plan Residential Suburban or Residential Suburban Transition Zone.	FS2017.25	Accept in part
<b>Residential &gt; How to interpret and apply the rules</b>				
834.169	Kāinga Ora – Homes and Communities	14.3 How to interpret and apply the rules – Clause f. xvi. f. There are parts of residential zones where the permitted development, height and/or density directed by the MDRS or Policy 3 of the NPS-UD may be modified by qualifying matters. These are identified in detail in Chapter 6.1A and the Planning Maps, and include the following: <del>xvi. Airport Noise Influence Area</del>	FS2031.100, FS2051.99, FS2052.24, FS2049.85 and FS2037.24	Reject
<b>Residential &gt; Rules - Residential Suburban Zone and Residential Suburban Density Transition Zone</b>				
147.5	Rohan A Collett	Oppose the inclusion of provisions - Qualifying Matters - restricting MDRS within the existing residential areas under the Airport Noise Corridor.		Reject
183.3	Brooke McKenzie	Oppose the Low Density Residential Airport Noise Influence Zone that reduces residential density. Support this to be MDRZ.		Reject
411.1	Ruth Parker	Supports retaining Residential Suburban Zoning		Accept in part
479.3	Karelia Levin	Approve PC14 in respect of the Airport Noise Influence Area.		Accept in part
834.58	Kāinga Ora – Homes and Communities	14.4.1 – 14.4.4, 14.13, 14.14 Low Density Residential Airport Influence Zone and Airport Influence Density Precinct. Delete this qualifying matter and all proposed provisions		Reject
<b>Residential &gt; Rules - Residential Suburban Zone and Residential Suburban Density Transition Zone &gt; Activity status tables &gt; Restricted discretionary activities</b>				
852.11	Christchurch International Airport Limited (CIAL)	Amend Rule 14.4.1.3 RD30 as follows: a. Activities and buildings that do not meet one or more of the activity specific standards in Rule 14.4.1.1 (except for P16 - P18 standard ix. relating to noise sensitive activities in the 50 dB Ldn Air Noise Contour and or the Qualifying Matter Airport Noise Influence Area, refer to Rule 14.4.1.3 RD304; or P16-P19 standard x. relating to storage of heavy vehicles, refer to Rule 14.4.1.4 D2) for...	FS2017.11	Accept in part
852.12	Christchurch International Airport Limited (CIAL)	Amend rule 14.4.1.3 RD34 as follows: a. The following activities and facilities located within the 50 dB Ldn Air Noise Contour and or the Qualifying Matter Airport Noise Influence Area as shown on the Planning Maps:	FS2052.43 and FS2017.12	Accept in part

		<p>i. Residential activities which are not provided for as a permitted or controlled activity <u>in this Chapter and which do not comply with:</u></p> <ul style="list-style-type: none"> <li>• <u>14.4.2.1 Site density; or</u></li> <li>• 14.4.2.3 Building height; or</li> <li>• 14.4.2.4 Site coverage; or</li> <li>• <u>14.4.2.5 Outdoor living space;</u></li> </ul> <p>ii. Education activities (Rule 14.4.1.1 P16);</p> <p>iii. Preschools (Rule 14.4.1.1 P17); or</p> <p>iv. Health care facilities (Rule 14.4.1.1 P18)</p> <p>v. Visitor accommodation in a heritage item Rule 14.4.1.1 P30).(Plan Change 4 Council Decision subject to appeal)</p> <p>b. Any application arising from this rule shall not be publicly notified and shall be limited notified only to Christchurch International Airport Limited(absent its written approval).</p>		
<b>Residential &gt; Rules - Residential Suburban Zone and Residential Suburban Density Transition Zone &gt; Area specific rules - Residential Suburban Zone and Residential Suburban Density Transition Zone, and Qualifying Matter Airport Noise Influence Area</b>				
121.9	Cameron Matthews	<p>Amend the Airport Noise Qualifying Matter to either:</p> <ul style="list-style-type: none"> <li>• make all relevant activities within the Airport Noise Contour Restricted Discretionary, contingent on their meeting the indoor design sound levels already specified in the operative Christchurch District Plan 15, or,</li> <li>• re-zone sites within the Airport Noise Contour to a Medium Residential Zone, High Residential Zone or any other zone that would otherwise apply, and amend those zone's rules to require any permitted activity within the Airport Noise Contour to meet the indoor design sound levels already specified in the operative Christchurch District Plan</li> </ul>	FS2050.26	Accept in part
876.11	Alan Ogle	Seek amendment to include the properties at 34, 36, 36A, 38, 40, 44, 46, and 48 Kahu Rd, should, for reason and consistency, in the Airport Noise Influence Zone.	FS2083.19	Reject
<b>Residential &gt; Rules - Residential Suburban Zone and Residential Suburban Density Transition Zone &gt; Area specific rules - Residential Suburban Zone and Residential Suburban Density Transition Zone, and Qualifying Matter Airport Noise Influence Area &gt; Area-specific activities &gt; Area-specific controlled activities</b>				
1003.14	Melissa Macfarlane	Retain 14.4.3.1.2(C1) as notified.		Accept in part
<b>Residential &gt; Rules - Medium Density Residential Zone</b>				
183.5	Brooke McKenzie	Oppose the Low Density Residential Airport Noise Influence Zone that reduces residential density. Support this to be MDRZ.		Reject

852.14	Christchurch International Airport Limited (CIAL)	Amend rule 14.12.1.3 RD16 as follows: a. Activities and buildings that do not meet any one or more of the activity specific standards in Rule 14.12.1.1 (except for P8 to P10 activity standard ix. relating to noise sensitive activities in the 50 dB Ldn Air Noise Contour or the Qualifying Matter Airport Noise Influence Area refer to RD26; or P8 to P12 activity standard x. relating to storage of heavy vehicles refer to Rule 14.12.1.4 D2) for...	FS2017.14	Accept in part
852.15	Christchurch International Airport Limited (CIAL)	Amend rule 14.12.1.3 RD26 as follows: a. The following activities and facilities located within the 50 dB Ldn Air Noise Contour and or the Qualifying Matter Airport Noise Influence Area as shown on the Planning Maps: i. Residential activities which are not provided for as a permitted or controlled activity in this Chapter and which do not comply with: <ul style="list-style-type: none"> <li>• 14.12.2.1 Building height; or</li> <li>• 14.12.2.2 Site coverage; or</li> <li>• 14.12.2.3 Outdoor living space; or</li> <li>• 14. 12.2.14 Minimum unit size; or</li> <li>• 14.12.2.16 Outline development plan; or</li> <li>• 14.12.2.17 Comprehensive residential development.</li> </ul> ii. Education activities (Rule 14.12.2.1 P8); iii. Preschools (Rule 14.12.2.1 P9); or iv. Health care facilities (Rule 14.12.2.1 P10) v. Visitor accommodation in a heritage item Rule 14.12.1.1 P25).(Plan Change 4 Council Decision subject to appeal) b. Any application arising from this rule shall not be publicly notified and shall be limited notified only to Christchurch International Airport Limited(absent its written approval).	FS2052.44 and FS2017.15	Accept in part
<b>General submission on multiple chapters</b>				
121.10 121.11 121.12 121.13 121.14	Cameron Matthews	Amend the Airport Noise Qualifying Matter to either: <ul style="list-style-type: none"> <li>• make all relevant activities within the Airport Noise Contour Restricted Discretionary, contingent on their meeting the indoor design sound levels already specified in the operative Christchurch District Plan 15, or,</li> <li>• re-zone sites within the Airport Noise Contour to a Medium Residential Zone, High Residential Zone or any other zone that would otherwise apply, and amend those zone's</li> </ul>	FS2050.27	Reject



		rules to require any permitted activity within the Airport Noise Contour to meet the indoor design sound levels already specified in the operative Christchurch District Plan		
852.17	Christchurch International Airport Limited (CIAL)	Amend Rule 15.4.1.1 P21 as follows: Residential activity-Activity specific standard: h. The activity shall not be located within the 50 dB Ldn Air Noise Contour <u>or the Airport Noise Influence Area</u> as shown on the planning maps.	FS2017.17	Accept in part
<b>Commercial &gt; Rules - Town Centre Zone &gt; Activity status tables - Town Centre Zone &gt; 15.4.1.5 Non-complying activities</b>				
852.19	Christchurch International Airport Limited (CIAL)	Amend Rule 15.4.1.5 NC2 as follows: Sensitive activities within the 50 dB Ldn Air Noise Contour or the <u>Airport Noise Influence Area</u> as defined on the planning maps.	FS2017.19	Accept in part
<b>Commercial &gt; Rules – Local Centre Zone &gt; Activity status tables – Local Centre Zone &gt; Permitted activities</b>				
852.18	Christchurch International Airport Limited (CIAL)	<i>[Amend Rule 15.5.1.1 P21 as follows: Residential activity - Activity specific standard: g. The activity shall not be located within the 50dB Ldn Air Noise Contour or the Airport Noise Influence Area as shown on the planning maps.</i>	FS2017.18	Accept in part
<b>Commercial &gt; Rules – Local Centre Zone &gt; Activity status tables – Local Centre Zone &gt; Non-complying activities</b>				
852.20	Christchurch International Airport Limited (CIAL)	Amend Rule 15.5.1.5 NC2 as follows: Sensitive activities within the 50 dB Ldn Air Noise Contour <u>or the Airport Noise Influence Area</u> as defined on the planning maps.	FS2017.20	Accept in part
<b>Commercial &gt; Rules - Commercial Office Zone &gt; Activity status tables - Commercial Office Zone &gt; Permitted activities</b>				
852.21	Christchurch International Airport Limited (CIAL)	Amend Rule 15.9.1.1 P10 as follows: a. outside the 50 dB Ldn Air Noise Contour <u>or the Airport Noise Influence Area</u>	FS2017.21	Accept in part
<b>Commercial &gt; Rules - Mixed Use Zone &gt; Activity status tables - Mixed Use Zone &gt; Permitted activities</b>				
852.22	Christchurch International Airport Limited (CIAL)	Amend Rule 15.10.1.1 P27 by inserting a new activity standard as follows: <u>f. The activity shall not be located within the 50 dB Ldn Air Noise Contour or the Airport Noise Influence Area as shown on the planning maps.</u> Consequential renumbering of existing activity standards that follow and rule reference renumbering as required.	FS2017.22	Accept in part

<b>Commercial &gt; Rules - Mixed Use Zone &gt; Activity status tables - Mixed Use Zone &gt; Non-complying activities</b>				
852.23	Christchurch International Airport Limited (CIAL)	Amend Rule 15.10.1.5 NC1 as follows: NC1 Any residential activity not meeting Rule 15.10.1.1 P27 (e) <u>or</u> (f)	FS2017.23	Accept in part
<b>Planning Maps - QM - Airport Noise</b>				
121.2	Cameron Matthews	Remove (or substantially revise, as per attached submission) specific Qualifying Matters: Airport Noise	FS2027.13 and FS2047.5	Reject
834.332	Kāinga Ora – Homes and Communities	<ol style="list-style-type: none"> <li>1. Retain MRZ over areas where MRZ is proposed in PC14 as notified unless otherwise changed by this submission.</li> <li>2. Rezone to MRZ areas that are proposed as RS/ RSDT zones under the Public Transport Accessibility and Airport Noise Influence Area QMs.</li> <li>5. Rezone to HRZ areas that are proposed as MRZ within a Local Centre Intensification Precinct and remove the precinct.</li> <li>6. Retain HRZ over areas where HRZ is proposed in PC14 as notified unless otherwise changed by this submission.</li> <li>8. Extend the boundary of HRZ in the Riccarton area as shown in the maps attached to this submission in Appendix 3.</li> <li>9. Delete the various height/intensification precincts and replace with a single 'Height Variation Control' precinct to reflect the 36m height limit sought in the submission for the HRZ adjacent to the City Centre, Hornby, Riccarton, and Papanui centres as shown in the maps attached to this submission within Appendix 3. Generally these are: <ul style="list-style-type: none"> <li>- 22m HDZ 1.20km from the edge of the new MCZ and the CCZ.</li> <li>- 36m Height Variation Overlay 400m from the edge of the new MCZ and CCZ.</li> </ul> </li> </ol> <p>See original submission for appendix 3 maps</p>	FS2030.30, FS2027.15 and FS2044.98	Accept in part
430.4	Tracey Berry	[That Avonhead, including Westall Lane, is zoned Medium Density Residential] [Relates to request to remove Airport Noise QM and RuUF zoning on Westall Lane]		Reject
439.2	Jeff Vesey	That the area proposed to be Residential Suburban Zone under the Airport Noise Influence Area in Avonhead/Ilam be zoned Medium Density Residential Zone in line with the surrounding area and the National Policy Statement for Urban Development.		Reject
676.14	Jack Gibbons	[Extend MRZ across the proposed Airport Noise Influence Area - relates to requests to remove that QM]		Reject

852.2 852.3	Christchurch International Airport Limited (CIAL)	Retain the operative District Plan residential zones beneath the contours, rather than apply the MRZ and HRZ.	FS2050.3, FS2027.29, FS2017.2 and FS2062.32	Accept in part
887.1	Jane Harrow	Rezone land between the 50 and 55 Ldn CIAL airport noise contour for urban development, with no restrictions relating to airport noise, including 384, 388, 420, 422, 424, 426, 434 Sawyers Arms Road and 123 and 141 Gardiners Road as identified on the aerial photograph below. Rezone 384, 388, 420, 422, 424, 426, 434 Sawyers Arms Road and 123 and 141 Gardiners Road Future Urban Zone or Medium Density Residential.	FS2087.4, FS2088.5, FS2089.4 and FS2017.27	Reject
50.4	Oliver Comyn	Retain the Airport Noise Contour Qualifying Matter.		Accept in part
54.7	Shirley van Essen	The airport noise contour to be widened to include 34, 36A and 38 Kahu Road, and more properties west and south of Kahu Road between the two bridges over the Avon River. Properties within the amended noise contour to be zoned Residential Suburban.		Accept
69.2	John Campbell	Amend the planning maps so that the QM Airport Noise Influence Overlay is removed from the area around Riccarton Bush to south of Rata Street and Kauri Street	FS2062.61	Accept in part
110.3	Marie Mullins	Oppose the Airport Noise Influence Area that goes that overlays a small part of the site at 18 Kauri Street.		Accept in part
121.8	Cameron Matthews	Amend the Airport Noise Qualifying Matter to either: <ul style="list-style-type: none"> <li>• make all relevant activities within the Airport Noise Contour Restricted Discretionary, contingent on their meeting the indoor design sound levels already specified in the operative Christchurch District Plan 15, or,</li> <li>• re-zone sites within the Airport Noise Contour to a Medium Residential Zone, High Residential Zone or any other zone that would otherwise apply, and amend those zone's rules to require any permitted activity within the Airport Noise Contour to meet the indoor design sound levels already specified in the operative Christchurch District Plan</li> </ul>	FS2050.25	Reject
183.1	Brooke McKenzie	Oppose the Low Density Residential Airport Influence Zone and Airport Influence Density Precinct that would reduce housing density.		Reject
183.2	Brooke McKenzie	Land within the 54 dbn and 57 dbn be a 'Soft Fringe Buffer Zone' to with 1 arce lots	FS2050.33	Reject
188.12	Riccarton Bush - Kilmarnock	[T]he properties at 34, 36, 36A, 38, 40, 44, 46, and 48 Kahu Rd, should be included in the Airport Noise Influence [Contour Overlay].	FS2036.11	Accept

	Residents' Association			
210.2	Victor Ong	Extend Airport Noise Boundary to 60 dba	FS2050.34	
307.5	Robert Fletcher	[Seeks to reduce or remove the number of qualifying matter exceptions added since last year]		Reject
351.5	Jono de Wit	[T]he Airport Noise Influence Area should be moved further back from Riccarton road	FS2062.62	Accept in part
430.1	Tracey Berry	[Delete] the Airport Noise Qualifying Matter		Reject
443.13	Summerset Group Holdings Limited	Amend the air noise contour identified in relation to the Summerset on Avonhead village (120 Hawthornden Road, Avonhead, Christchurch), Avonhead, and legally described as Lot 1 DP516385 and Lots 1 and 2 DP 486786 (records of title 804889 and 802079) on all related planning maps in accordance with that shown on existing zoning maps forming part of the Christchurch District Plan		Reject
479.1	Karelia Levin	Approve PC14 in respect of the Airport Noise Influence Area.		Accept in part
676.11	Jack Gibbons	[Remove QM Airport Noise Influence Area]		
689.79	Environment Canterbury / Canterbury Regional Council	[That the Airport Noise Contours are updated following the publication] of the most up to date Airport Noise Contours [in an upcoming] peer review of the inputs, assumptions and outcomes of the remodelling [undertaken by] Christchurch International Airport Limited.	FS2050.35 and FS2052.32	Accept
729.2	Independent Producers Limited	The submitter requests that Council amend the zoning of 330, 250 and 232 Styx Mill Road (Lot 4 DP 311370, Lot 5 DP 311370, Lot 6 DP 311370) from Rural Urban Fringe to Future Urban Zone, without the Air Noise Contour overlay.		Reject
737.3	Christian Jordan	Remove QM-Airport Noise as a restriction on application of MDRS zone.		Reject
833.2	Andrew Kyle	That the 50dBA air noise contour be excluded from becoming a Qualifying Matter.		Reject
835.5	Historic Places Canterbury	The submitter supports this qualifying matter.		Accept
851.7	Robert Leonard Broughton	[Seek] the properties on the southern side of Rata Street, should, for reason and consistency, all be included in the Airport Noise Influence Zone.		reject
852.1	Christchurch International Airport Limited (CIAL)	Amend the spatial extent of the QM on the planning maps to show the outer extent of the updated remodelled 50dBA Ldn Air Noise Annual Average and Outer Envelope contours dated May 2023, and the operative contour, as illustrated on the Plan attached as Appendix A(i).	FS2022.2, FS2050.1, FS2050.2, FS2087.9,	Accept in part

			FS2088.10, FS2089.2, FS2034.1 and FS2017.1	
859.5	Ministry of Housing and Urban Development	That the Airport Noise Contours Qualifying Matter be deleted	FS2050.37	Reject
860.3	Sally & Declan Bransfield	Supports Residential Suburban Zone around Deans Bush Interface Area, all other areas around Deans Bush should be High Density.		Accept in part
873.1	David Lawry	Remove 50dba Ldn Air Noise Contour as a QM		Reject
883.1	Miles Premises Ltd	Oppose the application of the QM airport noise contour on the 50 dBA Ldn rather than the 57 dBA Ldn.	FS2087.1, FS2087.3, FS2088.1, FS2088.3 and FS2089.3	Reject
884.1	Troy Lange	Amend the Airport Noise Qualifying Matter to only apply to areas within the 55 dBA Ldn CIAlairport noise contour.	FS2088.4	Reject
886.4	Helen Broughton	Amend the Airport noise contour QM to include the north and south sides of Rata Street, Riccarton.		Accept in part
887.2	Jane Harrow	Rezone land between the 50 and 55 Ldn CIAl airport noise contour for urban development, with no restrictions relating to airport noise, including 384, 388, 420, 422, 424, 426, 434 Sawyers Arms Road and 123 and 141 Gardiners Road as identified on the aerial photograph below. Rezone 384, 388, 420, 422, 424, 426, 434 Sawyers Arms Road and 123 and 141 Gardiners Road Future Urban Zone or Medium Density Residential.	FS2087.5, FS2088.6, FS2017.28 and FS2089.5	Reject
887.7	Jane Harrow	Amend the Airport Noise Qualifying Matter to only apply to areas within the 55 dBA Ldn airport noise contour , such a contour to be based on a maximum 30 year assessment period having regard to matters such as future growth projections, predicted flight paths and expected fleet mix. The contour should be based on an assessment of the annual average noise, as opposed to the current contour which is based on the 3 busiest months of commercial aircraft movements.	FS2017.33	Reject
902.14	Waipuna Halswell-	[T]contours be extended further.	FS2050.38	Accept in part

	Hornby-Riccarton Community Board			
876.28	Alan Ogle	Seek amendment to include the properties at 34, 36, 36A, 38, 40, 44, 46, and 48 Kahu Rd, should, for reason and consistency, in the Airport Noise Influence Zone.	FS2083.20	Accept in part
54.6	Shirley van Essen	The airport noise contour to be widened to include 34, 36A and 38 Kahu Road, and more properties west and south of Kahu Road between the two bridges over the Avon River. Properties within the amended noise contour to be zoned Residential Suburban.		Accept in part
439.3	Jeff Vesey	That the area proposed to be Residential Suburban Zone under the Airport Noise Influence Area in Avonhead/Ilam be zoned Medium Density Residential Zone in line with the surrounding area and the National Policy Statement for Urban Development.		Reject
676.13	Jack Gibbons	[That the existing zoning in the proposed Airport Noise Influence Areas be changed to MRZ or HRZ - relates to request to remove QM Airport Noise Influence Area]		Reject
805.25	Waka Kotahi (NZ Transport Agency)	Update the Residential Suburban Zone properties subject to the Airport Noise Influence Area to the appropriate zoning required under the MDRS.	FS2050.16 and FS2052.41	Reject
852.13	Christchurch International Airport Limited (CIAL)	Amend the planning maps to remove Residential New Neighbourhood zoning and rename to Residential Suburban or Residential Suburban Density Transition zone.	FS2017.13	Accept in part
887.3	Jane Harrow	Rezone land between the 50 and 55 Ldn CIAL airport noise contour for urban development, with no restrictions relating to airport noise, including 384, 388, 420, 422, 424, 426, 434 Sawyers Arms Road and 123 and 141 Gardiners Road as identified on the aerial photograph below. Rezone 384, 388, 420, 422, 424, 426, 434 Sawyers Arms Road and 123 and 141 Gardiners Road Future Urban Zone or Medium Density Residential.	FS2087.6, FS2088.7, FS2089.6 and FS2017.29	Reject

**SAFE AND EFFICIENT OPERATION OF NATIONALLY SIGNIFICANT INFRASTRUCTURE - ELECTRICITY TRANSMISSION CORRIDORS – SETBACK FROM TRANSMISSION AND DISTRIBUTION LINES – EXISTING MATTER**

Sub. No.	Submitter name	Summary of relief sought	Further submitter name and number	Recommendation
S854.7	Orion	Support identification of a qualifying matter for Electricity Transmission Corridor and Infrastructure subject to the following amendments: General – qualifying matter for Electricity Transmission and Distribution Corridors and Infrastructure.		Accept
S854.10, S854.22, S854.23, S854.9 S854.12	Orion	Orion supports identification of Electricity Transmission Corridor and Infrastructure as a qualifying matter in PC14.		Accept
S854.13	Orion	Residential Suburban Zone and Residential Suburban Density Transition Zone Rule 14.4.1.5 Add an additional clause to NC7 a. and amend clause ‘b’ as follows: <b><u>iv within 3m of the outside overhead conductor of any 11kV,400V or 230V electricity distribution line.</u></b> b. <del>Conductive F</del> ences within 5 metres of a 66kV <del>electricity distribution support structure foundation or,</del> <b><u>33kV, 11kv, 400V or 230V</u></b> electricity distribution line support structure foundation.		Reject
S854.14	Orion	Future Urban Zone Rule 14.12.5 Non-complying activities NC2 Add an additional clause to NC2 a. and amend clause ‘b’ as follows: <b><u>iii within 3m of the outside overhead conductor of any 11kV,400V or 230V electricity distribution line.</u></b> b. <del>Conductive F</del> ences within 5 metres of a 66kV <del>electricity distribution support structure foundation or,</del> <b><u>33kV, 11kv, 400V or 230V</u></b> electricity distribution line support structure foundation.		Reject

S854.15	Orion	<p>Future Urban Zone Rule 14.12.5 Non-complying activities NC2 Add an additional clause to NC2 a. and amend clause 'b' as follows: <b><u>iv within 3m of the outside overhead conductor of any 11kV,400V or 230V electricity distribution line.</u></b> b. <del>Conductive F</del>ences within 5 metres of a 66kV <del>electricity distribution support structure foundation or, 33kV, 11kv, 400V or 230V</del> electricity distribution line support structure foundation.</p>		Reject
S854.16	Orion	<p>Town Centre Zone Rule 15.4.1.5 Non-complying activities Add an additional clause to NC3 a. and amend clause 'd' as follows: <b><u>iii within 3m of the outside overhead conductor of any 11kV,400V or 230V electricity distribution line.</u></b> d. <del>Conductive F</del>ences within 5 metres of a 66kV <del>electricity distribution support structure foundation or, 33kV, 11kv, 400V or 230V</del> electricity distribution line support structure foundation.</p>		Reject
S854.17	Orion	<p>Local Centre Zone Rule 15.5.1.5 Non-complying activities Add an additional clause to NC3 a. and amend clause 'd' as follows: <b><u>iii within 3m of the outside overhead conductor of any 11kV,400V or 230V electricity distribution line.</u></b> d. <del>Conductive F</del>ences within 5 metres of a 66kV <del>electricity distribution support structure foundation or, 33kV, 11kv, 400V or 230V</del> electricity distribution line support structure foundation.</p>		Reject
S854.18	Orion	<p>Neighbourhood Centre Zone Rule 15.6.1.5 Non-complying activities Add an additional clause to NC3 a. and amend clause 'd' as follows: <b><u>iii within 3m of the outside overhead conductor of any 11kV,400V or 230V electricity distribution line.</u></b> d. <del>Conductive F</del>ences within 5 metres of a 66kV <del>electricity distribution support structure foundation or, 33kV, 11kv, 400V or 230V</del> electricity distribution line support structure foundation.</p>	FS1.1, FS6.2	Reject



S854.19	Orion	Mixed Use Zone Rule 15.10.1.5 Non-complying activities Add an additional clause to 'NC2' and amend clause 'c' as follows: <b><u>X Sensitive activities within 3m of the outside overhead conductor of any 11kV,400V or 230V electricity distribution line.</u></b> d. <del>Conductive F</del> ences within 5 metres of a 66kV <del>electricity distribution support structure foundation or, 33kV, 11kv, 400V or 230V</del> electricity distribution line support structure foundation.		Reject
S854.20	Orion	Industrial General Zone Rule 16.4.1.5 on non-complying activities Add an additional clause to 'NC1' and amend clause 'd' as follows: <b><u>X Sensitive activities within 3m of the outside overhead conductor of any 11kV,400V or 230V electricity distribution line.</u></b> d. <del>Conductive F</del> ences within 5 metres of a 66kV <del>electricity distribution support structure foundation or, 33kV, 11kv, 400V or 230V</del> electricity distribution line support structure foundation.		Reject
S854.21	Orion	Industrial Park Zone Rule 16.6.1.5 Add an additional clause to 'NC3' and amend clause 'd' as follows: <b><u>X Sensitive activities within 3m of the outside overhead conductor of any 11kV,400V or 230V electricity distribution line.</u></b> d. <del>Conductive F</del> ences within 5 metres of a 66kV <del>electricity distribution support structure foundation or, 33kV, 11kv, 400V or 230V</del> electricity distribution line support structure foundation.		Reject
S878.6	Transpower	Retain the introductory text in 6.1A.1 as notified		Accept
S689.73	Environment Canterbury	[Retain the following Qualifying Matters as notified]: <ul style="list-style-type: none"> <li>• Safe or efficient operation of nationally significant infrastructure (Electricity Transmission Corridors)</li> </ul>		Accept
S834.52	Kāinga Ora	Retain Electricity Transmission Corridors qualifying matter only to the extent of the corridor as defined in the NES ET.		Accept in part
S834.53	Kāinga Ora	Retain Electricity Transmission Corridors qualifying matter only to the extent of the corridor as defined in the NES ET.		Accept in part

S834.54	Kāinga Ora	14.5.1.5 NC2 – NC3 National Grid transmission and distribution lines. Retain Electricity Transmission Corridors qualifying matter only to the extent of the corridor as defined in the NES ET.		Accept in part
S834.55	Kāinga Ora	14.7.1.5 NC2 National Grid transmission and distribution lines. Retain Electricity Transmission Corridors qualifying matter only to the extent of the corridor as defined in the NES ET.		Accept in part
S834.56	Kāinga Ora	14.12.1.5 NC2 National Grid transmission and distribution lines. Retain Electricity Transmission Corridors qualifying matter only to the extent of the corridor as defined in the NES ET.		Accept in part

Safe and efficient operation of nationally significant infrastructure – railway corridors – setback from railway lines – existing matter

Sub. No.	Submitter name	Summary of relief sought	Further submissions	Recommendation
S829.2- S829.8	Kiwi Rail	Retain identification of the NZ Rail Network as a qualifying matter		Accept
S829.9	Kiwi Rail	Amend Rule 14.5.2.7 so that the minimum building setback from the rail corridor boundary increases for 4m to 5m		Reject
S829.10	Kiwi Rail	Amend Rule 14.5.1.3 so that the minimum building setback from the rail corridor boundary increases for 4m to 5m		Reject
S829.11	Kiwi Rail	Amend Rule 14.6.2.3 so that the minimum building setback from the rail corridor boundary increases for 4m to 5m		Reject
S829.12	Kiwi Rail	[Check to see whether addressed by Ike]		Reject
S829.13	Kiwi Rail	Amend Rule 15.6.2.8 so that the minimum building setback from the rail corridor boundary increases for 4m to 5m		Reject

Sub. No.	Submitter name	Summary of relief sought	Further submissions	Recommendation
S829.14- S829.22	Kiwi Rail	Retain identification of the NZ Rail Network as a qualifying matter		Accept
S829.23	Environment Canterbury	Retain the following Qualifying Matters as notified: Safe or efficient operation of nationally significant infrastructure (NZ Rail Network)	FS2012.3 and FS2012.3	Accept
S689.73	Kāinga Ora	6.1A Qualifying matters NZ Rail Network Interface Sites. Delete NZ Rail Network Interface Sites qualifying matter		Reject
S834.61	Kāinga Ora	Delete NZ Rail Network Interface Sites qualifying matter		Reject
S834.62	Kāinga Ora	14.4.1.3 RD28 Delete NZ Rail Network Interface Sites qualifying matter.		Reject
S834.63	Kāinga Ora	14.4.2.7 Delete NZ Rail Network Interface Sites qualifying matter.		Reject
S834.64	Kāinga Ora	14.5.1.3 RD12 Setback from rail corridor. Delete NZ Rail Network Interface Sites qualifying matter.		Reject
S834.65	Kāinga Ora	14.5.1.3 RD12 Setback from rail corridor. Delete NZ Rail Network Interface Sites qualifying matter.		Reject
S834.66	Kāinga Ora	14.8.1.3 RD12 Setback from rail corridor. Delete NZ Rail Network Interface Sites qualifying matter.		Reject
S834.67	Kāinga Ora	14.8.2.4 Setback from rail corridor. Delete NZ Rail Network Interface Sites qualifying matter.		Reject
S834.68	Kāinga Ora	14.12.1.3 RD13 Setback from rail corridor. Delete NZ Rail Network Interface Sites qualifying matter.		Reject

Sub. No.	Submitter name	Summary of relief sought	Further submissions	Recommendation
S834.69	Kāinga Ora	14.12.2.5 Setback from rail corridor. Delete NZ Rail Network Interface Sites qualifying matter.	[#, #]	Reject

### 1.1 SAFE AND EFFICIENT OPERATION OF NATIONALLY SIGNIFICANT INFRASTRUCTURE – LYTTELTON PORT – EXISTING MATTER

Sub. No.	Submitter name	Summary of relief sought	Further submissions	Recommendation
S853.1- S853.2	Lyttelton Port Company Limited	Chapters 14 and 15 – Residential Banks Peninsula Zone and Commercial Banks Peninsula Zone Retain without amendment all provisions that apply to or refer to the Lyttelton Port Influences Overlay as notified.		Accept
S853.3	Lyttelton Port Company Limited	Retain 6.1A.1 as notified.		Accept
S853.8	Lyttelton Port Company Limited	Retain “Qualifying Matter – Lyttelton Port Influences Overlay” as notified.		Accept
S853.9	Lyttelton Port Company Limited	Retain area-specific activities for Residential Banks Peninsula Zone as notified in 14.8.3.1.1 – 14.8.3.1.5		Accept

S689.73	Environment Canterbury	Retain the following Qualifying Matters as notified: <ul style="list-style-type: none"> <li>• Safe or efficient operation of nationally significant infrastructure (Lyttelton Port Influences Overlay)</li> </ul>	FS2012.3 and FS2012.3	Accept
S835.59	Kāinga Ora	6.1A Qualifying matters Lyttelton Port Influence Overlay Retain Lyttelton Port qualifying matter.	[#, #]	Accept
S835.60	Kāinga Ora	14.8.3.1.1 – 14.8.3.1.5 Area specific rules - Lyttelton Port Influences Overlay Retain Lyttelton Port qualifying matter	[#, #]	Accept

**CITY INFRASTRUCTURE – WASTE WATER CONSTRAINT – OTHER MATTER**

<b>Sub. No.</b>	<b>Submitter name</b>	<b>Summary of relief sought [copy from the summary of submissions table]</b>	<b>Further submissions</b>	<b>Recommendation</b>
S834.73	Kāinga Ora	6.1A Qualifying matters Table 1 - Qualifying Matters -Provisions that may reduce the level of enablement of Medium Density Residential Standards and/or intensification enabled under Policy 3.Vacuum Sewer Wastewater Constraint Areas [support]	FS1.1, FS6.2, FS2012.4 and FS2012.8	Accept
S834.74	Kāinga Ora	8.9A Waste water constraint areas Amend as follows: <u>The Council’s discretion shall be limited to the following matters:</u> ... <u>c. The ability to connect into any nearby non-vacuum wastewater system.</u> <u>d. The extent to which alternative waste water solutions are available that do not adversely affect the function of the Council’s waste water systems.</u>	FS1.1, FS6.2, FS2030.24, FS2044.46 and FS2049.22	Reject
S212.6	The Fuel Companies	Rule 8.9A Waste water constraint areas Support but seek clarification that the rule only applies when the volume of wastewater discharged is or could be increased and is therefore not applicable to smaller scale activities that do not affect wastewater discharge volumes.	FS1.1, FS6.2	Accept in part
S211.4	Pauline McEwan	Consider QM Wastewater Constraint for Merivale	FS1.1, FS6.2	Reject
S805.20	Waka Kotahi	[Generally supports] the intent of the Waste Water Constraints Areas Overlay (Vacuum Sewers) as a qualifying matter. [The submitter seeks this to be] retain[ed] as notified.	FS1.1, FS6.2	Accept
S805.21	Waka Kotahi	[Generally supports] the intent of the Waste Water Constraints Areas Overlay (Vacuum Sewers) as a qualifying matter. [The submitter seeks this to be] retain[ed] as notified.	FS1.1, FS6.2	Accept
S805.22	Waka Kotahi	[Generally supports] the intent of the Waste Water Constraints Areas Overlay (Vacuum Sewers) as a qualifying matter. [The submitter seeks this to be] retain[ed] as notified.	FS1.1, FS6.2	Accept

city infrastructure – city spine – other matter

Sub. No.	Submitter name	Decision Requested	Further Sub.	Recommendation
<b>General Rules and Procedures &gt; Noise &gt; 6.1A - Qualifying Matters &gt; 6.1A.1 Application of qualifying matters</b>				
689.73	Environment Canterbury / Canterbury Regional Council	Support [Retain the following Qualifying Matters as notified]: City Spine Transport Corridor	FS2012.3 and FS2012.3	Accept
780.4	Josie Schroder	Support Retain the 6.1A Qualifying Matter: City Spine Transport Corridor, Low Public Transport Accessibility Area as notified.		Accept
859.7	Ministry of Housing and Urban Development	Oppose That the following qualifying matters are deleted and the appropriate underlying zoning is applied...Key Transport Corridors – City Spine.	FS2081.24 and FS2050.23	Reject
877.13	Otautahi Community Housing Trust	Oppose Delete the Key Transport Corridors – City Spine Qualifying Matter and all associated provisions.		Reject
<b>Residential &gt; How to interpret and apply the rules</b>				
834.169	Kāinga Ora – Homes and Communities	Oppose 14.3 How to interpret and apply the rules – Clause f. xvi. f. There are parts of residential zones where the permitted development, height and/or density directed by the MDRS or Policy 3 of the NPS-UD may be modified by qualifying matters. These are identified in detail in Chapter 6.1A and the Planning Maps, and include the following: <del>xx. City Spine Transport Corridor</del>	FS2031.100, FS2051.99, FS2052.24, FS2049.85 and FS2037.24	Reject
<b>Residential &gt; Rules - Medium Density Residential Zone &gt; Built form standards &gt; Minimum road boundary setback - Qualifying Matter City Spine Transport Corridor</b>				
504.5	Diane Gray	Seek amendment to the proposed residential setbacks to keep the existing setbacks as they are.		Accept in part
805.7	Waka Kotahi (NZ Transport Agency)	Oppose Delete the City Spine Transport Corridor Qualifying Matter.		Reject

814.161	Carter Group Limited	Oppose Rule 14.5.2.18. Seek that this be deleted.		Reject
823.129	The Catholic Diocese of Christchurch	Oppose Delete all new or amended provisions, to the extent that they conflict with or are less enabling than the mandatory MDRS and/or impose additional constraints relative to the status quo.		Reject
834.96	Kāinga Ora – Homes and Communities	Oppose Delete the Key Transport Corridors – CitySpine Qualifying Matter and all associated provisions.	FS2044.65	Reject
834.199	Kāinga Ora – Homes and Communities	Oppose 1. Delete the rule. 2. If land acquisition for public works is the intent, then Council should initiate a Notice of Requirement to designate the corridor.	FS2049.118	Accept in part
<b>Residential &gt; Rules - High Density Residential Zone &gt; Built form standards &gt; Minimum road boundary setback - Qualifying Matter City Spine Transport Corridor</b>				
805.8	Waka Kotahi (NZ Transport Agency)	Oppose Delete the City Spine Transport Corridor Qualifying Matter.		Reject
834.234	Kāinga Ora – Homes and Communities	Oppose Delete the [standard].	FS2049.154	Reject
877.33	Otautahi Community Housing Trust	Oppose [Regarding 14.6.2.17] Delete the rule. If land acquisition for public works is the intent, then Council should initiate a Notice of Requirement to designate the corridor.		Accept in part
<b>Residential &gt; Rules - Matters of control and discretion &gt; Residential design principles</b>				
805.9	Waka Kotahi (NZ Transport Agency)	Oppose Delete the City Spine Transport Corridor Qualifying Matter.		Reject
<b>Commercial &gt; Rules - Town Centre Zone &gt; Activity status tables - Town Centre Zone &gt; 15.4.1.3 Restricted discretionary activities</b>				
834.257	Kāinga Ora – Homes and Communities	Oppose Delete all City Spine Transport Corridor activity rules from the suite of commercial zones.	FS2044.106	Reject
<b>Commercial &gt; Rules - Town Centre Zone &gt; Built form standards - Town Centre Zone &gt; Minimum road boundary setback - Qualifying Matter City Spine Transport Corridor</b>				
805.10	Waka Kotahi (NZ Transport Agency)	Oppose Delete the City Spine Transport Corridor Qualifying Matter.		Reject



834.98, 834.273	Kāinga Ora – Homes and Communities	Oppose Delete the Key Transport Corridors – CitySpine Qualifying Matter and all associated provisions.	FS2044.67	Reject
<b>Commercial &gt; Rules – Local Centre Zone &gt; Activity status tables – Local Centre Zone &gt; Restricted discretionary activities</b>				
834.258	Kāinga Ora – Homes and Communities	Oppose RD 8 Delete all City Spine Transport Corridor activity rules from the suite of commercial zones.	FS2044.107	Reject
<b>Commercial &gt; Rules – Local Centre Zone &gt; Built form standards - Local Centre Zone &gt; Minimum boundary setback - Qualifying Matter City Spine Transport Corridor</b>				
805.11	Waka Kotahi (NZ Transport Agency)	Oppose Delete the City Spine Transport Corridor Qualifying Matter.		Reject
834.99	Kāinga Ora – Homes and Communities	Oppose Delete the Key Transport Corridors – CitySpine Qualifying Matter and all associated provisions.	FS2044.68	Reject
834.274	Kāinga Ora – Homes and Communities	Oppose Delete all City Spine Transport Corridor built form rules from the suite of commercial zones.		Reject
<b>Commercial &gt; Rules - Neighbourhood Centre Zone &gt; Activity status tables - Neighbourhood Centre Zone &gt; Restricted discretionary activities</b>				
834.259	Kāinga Ora – Homes and Communities	Oppose RD7 Delete all City Spine Transport Corridor activity rules from the suite of commercial zones.	FS2044.108	Reject
<b>Commercial &gt; Rules - Neighbourhood Centre Zone &gt; Built form standards - Neighbourhood Centre Zone &gt; Minimum road boundary setback - Qualifying Matter City Spine Transport Corridor</b>				
805.12	Waka Kotahi (NZ Transport Agency)	Oppose Delete the City Spine Transport Corridor Qualifying Matter.		Reject
834.100	Kāinga Ora – Homes and Communities	Oppose Delete the Key Transport Corridors – CitySpine Qualifying Matter and all associated provisions.	FS2044.69	Reject
834.275	Kāinga Ora – Homes and Communities	Oppose Delete all City Spine Transport Corridor built form rules from the suite of commercial zones.		Reject
<b>Commercial &gt; Rules - Large Format Retail Zone &gt; Activity status tables - Large Format Retail Zone &gt; Restricted discretionary activities</b>				

834.260	Kāinga Ora – Homes and Communities	Oppose 15.8.1.3 RD3 Delete all City Spine Transport Corridor activity rules from the suite of commercial zones.	FS2044.109	Reject
<b>Commercial &gt; Rules - Large Format Retail Zone &gt; Built form standards - Large Format Retail Zone &gt; Minimum road boundary setback - Qualifying Matter City Spine Transport Corridor</b>				
805.13	Waka Kotahi (NZ Transport Agency)	Oppose Delete the City Spine Transport Corridor Qualifying Matter.		Reject
834.101	Kāinga Ora – Homes and Communities	Oppose Delete the Key Transport Corridors – CitySpine Qualifying Matter and all associated provisions.	FS2044.70	Reject
834.276	Kāinga Ora – Homes and Communities	Oppose Delete all City Spine Transport Corridor built form rules from the suite of commercial zones.		Reject
<b>Commercial &gt; Rules - Mixed Use Zone &gt; Activity status tables - Mixed Use Zone &gt; Restricted discretionary activities</b>				
834.277	Kāinga Ora – Homes and Communities	Oppose Delete all City Spine Transport Corridor built form rules from the suite of commercial zones.		Reject
<b>Commercial &gt; Rules - Mixed Use Zone &gt; Built form standards - Mixed Use Zone &gt; Minimum road boundary setback - Qualifying Matter City Spine Transport Corridor</b>				
805.14	Waka Kotahi (NZ Transport Agency)	Oppose Delete the City Spine Transport Corridor Qualifying Matter.		Reject
834.102	Kāinga Ora – Homes and Communities	Oppose Delete the Key Transport Corridors – CitySpine Qualifying Matter and all associated provisions.	FS2044.71	Reject
834.261	Kāinga Ora – Homes and Communities	Oppose Delete all City Spine Transport Corridor activity rules from the suite of commercial zones.	FS2044.110	Reject
<b>Commercial &gt; Rules - Central City Mixed Use Zone &gt; Activity status tables - Central City Mixed Use Zone &gt; Restricted discretionary activities</b>				
834.279	Kāinga Ora – Homes and Communities	Oppose RD 6 Delete all City Spine Transport Corridor built form rules from the suite of commercial zones.		Reject
<b>Commercial &gt; Rules - Central City Mixed Use Zone &gt; Built form standards - Central City Mixed Use Zone &gt; Minimum road boundary setback - Qualifying Matter City Spine Transport Corridor</b>				

805.15	Waka Kotahi (NZ Transport Agency)	Oppose Delete the City Spine Transport Corridor Qualifying Matter.		Reject
834.103	Kāinga Ora – Homes and Communities	Oppose Delete the Key Transport Corridors – CitySpine Qualifying Matter and all associated provisions.	FS2044.72	Reject
834.278	Kāinga Ora – Homes and Communities	Oppose Delete all City Spine Transport Corridor built form rules from the suite of commercial zones.		Reject
<b>Commercial &gt; Rules - Matters of control and discretion &gt; Matters of control and discretion for other matters &gt; City Spine Transport Corridor</b>				
805.16	Waka Kotahi (NZ Transport Agency)	Oppose Delete the City Spine Transport Corridor Qualifying Matter.		Reject
834.104	Kāinga Ora – Homes and Communities	Oppose Delete the Key Transport Corridors – CitySpine Qualifying Matter and all associated provisions.	FS2044.73	Reject
834.331	Kāinga Ora – Homes and Communities	Oppose 15.14.5.3 City Spine Transport Corridor - delete assessment matters	FS2044.130	Reject
<b>Planning Maps &gt; Any other QMs</b>				
859.6	Ministry of Housing and Urban Development	Oppose That the Key Transport Corridors – City Spine Qualifying Matter [is] deleted		Reject

**COASTAL HAZARD MANAGEMENT AREAS – OTHER SECTION 6 MATTER**

<b>Coastal Hazard Management Areas</b>				
<b>Sub. No.</b>	<b>Submitter name</b>	<b>Decision Requested</b>	<b>Further Sub.</b>	<b>Recommendation</b>
<b>5 - Natural Hazards &gt; 5.2 - Objectives and Policies &gt; 5.2.2 - Natural hazards policies &gt; 5.2.2.2 - Policy for managing risk from flooding</b>				
145.5	Te Mana Ora/Community and Public Health	Support Te Mana Ora supports the proposed Qualifying Matters related to high-risk natural hazards, including coastal inundation, coastal erosion and tsunami hazard.		Accept
<b>5 - Natural Hazards &gt; 5.2 - Objectives and Policies &gt; 5.2.2 - Natural hazards policies &gt; 5.2.2.5 - BLANK</b>				
751.7	Christchurch City Council	Seek Amendment Add the following policy heading - <b><u>5.2.2.5 Policies for managing risk within Qualifying Matter Coastal Hazard Management Areas and Qualifying Matter Tsunami Management Area</u></b>		Accept in part
834.110	Kāinga Ora – Homes and Communities	Seek Amendment Policy 5.2.2.5.1 – Managing development in Qualifying Matter Coastal Hazard Management Areas Amend the policy as follows: Within the following Qualifying Matters, development, subdivision and land use that would provide for intensification of any site shall be avoided, unless the risk is from coastal inundation and a site specific assessment demonstrates the risk is <b>medium</b> , low or very low based on thresholds defined in Table 5.2.2.5.1 below	FS2044.77 and FS2049.35	Reject
<b>5 - Natural Hazards &gt; 5.2 - Objectives and Policies &gt; 5.2.2 - Natural hazards policies &gt; 5.2.2.5 - BLANK &gt; 5.2.2.5.1 - Policy - Managing development in Qualifying Matter Coastal Hazard Management Areas</b>				
212.2	The Fuel Companies - BP Oil, Z Energy and Mobil Oil (joint submission)	Seek Amendment Support but seek clarity that the phrase ‘intensification of any site’ in Clause (a) only relates to higher density residential activities(i.e. not new developments associated with non-residential activities) and that Clause (b) applies to all buildings rather than just those associated with residential activities or residential intensification.	FS2014.1	Accept
377.3	Toka Tū Ake EQC	Seek Amendment Retain the policy, but formulate and add a definition of acceptable level of risk in regard to coastal hazards.		Accept
689.7	Environment Canterbury /	Support [Retain Policy as notified]		Accept in part

Coastal Hazard Management Areas				
Sub. No.	Submitter name	Decision Requested	Further Sub.	Recommendation
	Canterbury Regional Council			
806.4	Te Tāhuhu o te Mātaranga (Ministry of Education)	Seek Amendment [Regarding Policy 5.2.2.5.1] [Add] <b>c. Educational facilities are enabled, where there is an operational need and effects are mitigated to an acceptable level based on a site specific assessment, and having regard to the level and timing of the hazard. This could be by use of an appropriate risk based trigger or alternative methods.</b>		Reject
814.44	Carter Group Limited	Oppose Policy 5.2.2.5.1. Seek that it is deleted.		Reject
834.23	Kāinga Ora – Homes and Communities	Seek Amendment 5.2.2.5.1 Managing development in Qualifying matter coastal hazard Management Areas 5.4A1-5.4A6 Rules - Qualifying Matter Coastal Hazard Management Areas and Qualifying Matter Tsunami Management Area. 1. Amend the provisions to remove /delete the mapped Hazard Management Areas from within the District Plan and instead hold this information in non-statutory GIS maps. 3. Amend and make consequential changes to give effect to this submission.	FS2044.21	Reject
878.3	Transpower New Zealand Limited	Amend Policy 5.2.2.5.1 as follows: "5.2.2.5.1 Policy – Managing <b>residential</b> development in Qualifying Matter Coastal Hazard Management Areas a. Within the following Qualifying Matters, development, subdivision and land use that would provide for <b>residential</b> intensification of any site shall be avoided, unless the risk is from coastal inundation and a site specific assessment demonstrates the risk is low or very low based on thresholds defined in Table 5.2.2.5.1a below:..." b. Replacement buildings, accessory buildings and extensions/additions to buildings are enabled where effects are mitigated to an acceptable level based on a site specific assessment, and having regard to the level and timing of the hazard. This could be by use of an appropriate risk based trigger or alternative methods."	FS2054.5 and FS2014.2	Accept
<b>5 - Natural Hazards &gt; 5.4 - Rules - Flood hazard</b>				

Coastal Hazard Management Areas				
Sub. No.	Submitter name	Decision Requested	Further Sub.	Recommendation
3.2	Richard Abey-Nesbit	Seek Amendment Accelerate planning for managed retreat as a result of climate change, including the introduction of financial contributions. Add advice note about requirements for landowners to seek further protections from insurance companies.	FS2037.37	Reject
145.4	Te Mana Ora/Community and Public Health	Support Te Mana Ora supports the proposed Qualifying Matters related to high-risk natural hazards, including coastal inundation, coastal erosion and tsunami hazard.		Accept in part
627.25	Plain and Simple Ltd	Seek Amendment [New provisions to enable] Temporary, modular lightweight housing / buildings [in natural hazard areas]		Reject
834.112	Kāinga Ora – Homes and Communities	Seek Amendment 1. Amend the provisions to remove /delete the mapped Hazard Management Areas from within the District Plan and instead hold this information in non-statutory GIS maps. 2. Delete all references to maps within the District Plan. 3. Undertake any consequential amendments to zones, overlays, precincts, and qualifying matters to reflect the relief sought in the submission.		Reject
834.114	Kāinga Ora – Homes and Communities	Seek Amendment 5.4A Rules – Qualifying Matter Coastal Hazard Management Areas and Qualifying Matter Tsunami Management Area 1. Delete all references in all rules in this section that refer to maps. 3. Amend Rule 5.4A.5 NC3 as follows: a. <b>Development, subdivision and land use that would provide for residential intensification of any site within the Qualifying Matter Tsunami Management Area except that permitted or controlled in Rules 14.4.1 and 14.4.2.</b> 4. Any consequential amendments to zones, overlays, precincts, and qualifying matters to reflect the relief sought in the submission.		Reject
<b>5 - Natural Hazards &gt; 5.4 - Rules - Flood hazard &gt; 5.4.5 - Activities and earthworks in the Flood Ponding Management Area</b>				
834.21	Kāinga Ora – Homes and Communities	Seek Amendment 1. Amend the provisions to remove /delete the mapped Hazard Management Areas from within the District Plan and instead hold this information in non-statutory GIS maps. 3. Amend and make consequential changes to give effect to this submission.	FS2044.19 and FS2049.10	Reject

<b>Coastal Hazard Management Areas</b>				
<b>Sub. No.</b>	<b>Submitter name</b>	<b>Decision Requested</b>	<b>Further Sub.</b>	<b>Recommendation</b>
<b>5 - Natural Hazards &gt; 5.4 - Rules - Flood hazard &gt; 5.4.6 - Activities in the High Flood Hazard Management Area</b>				
380.6	South Shore Resident's Association (SSRA)	Seek Amendment Clarif[y the interaction between the Residential Unit Overlay and the] Qualifying Mater Coastal Hazard Management Areas		Reject
<b>5 - Natural Hazards &gt; 5.4 - Rules - Flood hazard &gt; 5.4.7 - 5.4A Rules - Qualifying Matter Coastal Hazard Management Areas and Qualifying Matter Tsunami Management Area</b>				
212.4	212.4 The Fuel Companies - BP Oil, Z Energy and Mobil Oil (joint submission)	Support Retain as notified.		Accept in part
377.5	Toka Tū Ake EQC	No change to rules and policies requested, but suggest further explanation given as to how restrictions on development and intensification in coastal hazard zones will affect application of the Medium Density Residential Standards.		Accept in part but no change required to the District Plan. Support the development of guidance material.
380.2	South Shore Resident's Association (SSRA)	Clarify the interaction and relationship [between Qualifying Matter] coastal hazard areas [and] plan change 12.		Clarified
380.7	South Shore Resident's Association (SSRA)	Clarif[y the interaction between the Residential Unit Overlay and the] Qualifying Matter Coastal Hazard Management Areas.	FS2013.2	Not addressed
689.74	Environment Canterbury /	Support [Retain Qualifying Matters Coastal Hazard Managment and Tsunami Management Areas]		Accept

<b>Coastal Hazard Management Areas</b>				
<b>Sub. No.</b>	<b>Submitter name</b>	<b>Decision Requested</b>	<b>Further Sub.</b>	<b>Recommendation</b>
	Canterbury Regional Council			
814.46	Carter Group Limited	Oppose rules 5.4A. Seek that they are deleted.		Reject
<b>5 - Natural Hazards &gt; 5.4 - Rules - Flood hazard &gt; 5.4.7 - 5.4A Rules - Qualifying Matter Coastal Hazard Management Areas and Qualifying Matter Tsunami Management Area &gt; 5.4.7.1 - 5.4A.1 Permitted activities</b>				
175.7	Winstone Wallboards Limited (WWB)	Seek Amendment Amend: Rule 5.4A.1 5.4A.1 Permitted activities <del>a. There are no permitted activities.</del> Non-residential activities.		Reject
519.5	James Carr	Seek Amendment - It might be worthwhile requiring new houses in areas at risk from sea level rise or increasing flood risk to be designed to be easily relocated (not necessarily in one piece). Again this is likely to require a wood foundation, but given that these areas typically have soft soils this would not be a bad thing.		Reject
878.5	Transpower New Zealand Limited	Seek Amendment - Amend 5.4A Rules as follows: "5.4A.1 Permitted activities a. There are no permitted activities. <b><u>The activities listed below are permitted activities.</u></b> [Add to Permitted Activities table: "Utilities". with "Nil" specific standards.]		Reject
<b>5 - Natural Hazards &gt; 5.4 - Rules - Flood hazard &gt; 5.4.7 - 5.4A Rules - Qualifying Matter Coastal Hazard Management Areas and Qualifying Matter Tsunami Management Area &gt; 5.4.7.2 - 5.4A.2 Controlled activities</b>				
806.6	Te Tāhuhu o te Mātaranga (Ministry of Education)	Support [Regarding 5.4A.2] Retain as drafted.		Accept in part
<b>5 - Natural Hazards &gt; 5.4 - Rules - Flood hazard &gt; 5.4.7 - 5.4A Rules - Qualifying Matter Coastal Hazard Management Areas and Qualifying Matter Tsunami Management Area &gt; 5.4.7.3 - 5.4A.3 Restricted discretionary activities</b>				
806.7	Te Tāhuhu o te Mātaranga	Support [Regarding 5.4A.3] Retain as drafted		Accept in part



<b>Coastal Hazard Management Areas</b>				
<b>Sub. No.</b>	<b>Submitter name</b>	<b>Decision Requested</b>	<b>Further Sub.</b>	<b>Recommendation</b>
	(Ministry of Education)			
<b>5 - Natural Hazards &gt; 5.4 - Rules - Flood hazard &gt; 5.4.7 - 5.4A Rules - Qualifying Matter Coastal Hazard Management Areas and Qualifying Matter Tsunami Management Area &gt; 5.4.7.4 - 5.4A.4 Discretionary activities</b>				
806.8	Te Tāhuhu o te Mātaranga (Ministry of Education)	Support [Regarding 5.4A.4] Retain as proposed.		Accept in part
<b>5 - Natural Hazards &gt; 5.4 - Rules - Flood hazard &gt; 5.4.7 - 5.4A Rules - Qualifying Matter Coastal Hazard Management Areas and Qualifying Matter Tsunami Management Area &gt; 5.4.7.5 - 5.4A.5 Non-complying activities</b>				
806.9	Te Tāhuhu o te Mātaranga (Ministry of Education)	Support [Regarding 5.4A.5] Retain as proposed.		Accept in part
<b>6 - General Rules and Procedures &gt; 6.1 - Noise &gt; 6.1.9 - 6.1A - Qualifying Matters &gt; 6.1.9.1 - 6.1A.1 Application of qualifying matters</b>				
87.1	David East	[S]eek[s] clarity around definitions of the Coastal Hazard Management Zone and also the Tsunami Management zone. Clear definitions of the methodology behind such policy and reasoning as to why internationally rejected or highly unlikely scenarios are still being used as the basis for planning		Accept in part
175.3	Winstone Wallboards Limited (WWB)	Seeks to be directly engaged on upcoming release of Plan Change 12 on Coastal Hazards for implications on Winstone Wallboards Ltd's site.		Accept in part
357.4	Alexandra Free	Support [Retain all proposed qualifying matters]		Accept in part
377.6	Toka Tū Ake EQC	Support the inclusion of flood, coastal, tsunami and slope hazard management areas as Qualifying Matters to reduce the level of enablement of the MDRS and NPS-UD.		Accept
380.1	South Shore Resident's Association (SSRA)	Clarify the interaction and relationship [between Qualifying Matter] coastal hazard areas [and] plan change 12.		Accept

<b>Coastal Hazard Management Areas</b>				
<b>Sub. No.</b>	<b>Submitter name</b>	<b>Decision Requested</b>	<b>Further Sub.</b>	<b>Recommendation</b>
689.73	Environment Canterbury / Canterbury Regional Council	Support [Retain the following Qualifying Matters as notified]: <ul style="list-style-type: none"> <li>Coastal Hazard Management Areas</li> </ul>	FS2012.3 and FS2012.3	Accept
739.1	North Beach Residents Association	Clarify Plan Change 14 Qualifying matters and Coastal hazard areas and the interaction and relationship to PC12. Proxy use of PC14 to enact parts of PC12.		Accept
739.3	North Beach Residents Association	Seek that qualifying matters relating to Coastal Hazards (including tsunami) do not unduly restrict intensification in coastal areas.		Accept in part
744.1	Cliff Mason	Support [Retain all proposed Qualifying Matters]		Accept in part
751.18	Christchurch City Council	Amend qualifying matter provisions to the extent needed to ensure they are within the scope authorised for an Intensification Planning Instrument by the RMA, having regard to relevant case law as might be applicable at the time of consideration.	FS2044.1 and FS2049.1	Accept in part
759.3	C Collins	Oppose [Seeks that the Plan Change be approved]		Reject
804.8	Waihoru Spreydon-Cashmere-Heathcote Community Board	[S]upports the need to include high-risk natural hazards as Qualifying Matters. Coastal inundation, coastal erosion and tsunami hazards are all of concern to at least some of the community in Waihoru Spreydon-Cashmere-Heathcote.		Accept
835.7	Historic Places Canterbury	The submitter supports all qualifying matters.		Accept in part
877.4	Otautahi Community Housing Trust	Amend the provisions to remove / delete the mapped Hazard Management Areas from within the District Plan. Instead, these natural hazard overlays should be based on non-statutory map layers in the City Council's Interactive Viewer that sits outside the District Plan. Not included in the Proposed Plan and Variation.		Reject
<b>Planning Maps</b>				

<b>Coastal Hazard Management Areas</b>				
<b>Sub. No.</b>	<b>Submitter name</b>	<b>Decision Requested</b>	<b>Further Sub.</b>	<b>Recommendation</b>
751.144	Christchurch City Council	Seek Amendment Amend the Series D planning maps as follows: ...move all coastal hazard layers to Series B (including Tsunami Management Area);...Where required, conduct any required consequential changes to sub-chapter 6.1A.		Not addressed
<b>Planning Maps &gt; QM - Any Coastal Hazard</b>				
145.3	Te Mana Ora/Community and Public Health	Te Mana Ora supports the proposed Qualifying Matters related to high-risk natural hazards, including coastal inundation, coastal erosion and tsunami hazard.		Accept
380.3	South Shore Resident's Association (SSRA)	Seek Amendment [That a more likely scenario than] representative concentration pathway 8.5 (RCP 8.5 and its 83rd percentile derivative RCP 8.5H+) [is used] to predict coastal hazard lines.		Clarification required
380.4	South Shore Resident's Association (SSRA)	Seek Amendment [That the Coastal Hazards Qualifying Matters] only apply to residential zoned land, [not rural or other zones that are not subject to Plan Change 14].		Accept
644.1	Fay Brorens	Support [Retain] precautions around Natural Hazards including, flooding, liquefaction and sea level rise.		Accept
694.2	KI Commercial Limited	Amend the planning maps to rezone the entirety of the site at 51 Heberden Avenue (as shown in Figure 1 above) residential (either Residential Hills or Medium Density Residential) and the removal of all qualifying matters.		Reject
814.244	Carter Group Limited	Amend the planning maps in respect of either side of Beachville Road, Redcliffs to remove the Coastal Hazard Medium and High Risk Management Area.		Reject
835.4	Historic Places Canterbury	The submitter supports this qualifying matter.		Accept
914.19	Davie Lovell-Smith Ltd	Seek Amendment - Include the Coastal Confined Aquifer as a new Qualifying Matter		Clarification required

**TSUNAMI RISK MANAGEMENT AREA – OTHER SECTION 6 MATTER**

<b>Tsunami Hazard Management Areas</b>				
<b>Sub. No.</b>	<b>Submitter name</b>	<b>Summary of Relief</b>	<b>Further Sub.</b>	<b>Recommendation</b>
<b>5 - Natural Hazards &gt; 5.2 - Objectives and Policies &gt; 5.2.2 - Natural hazards policies &gt; 5.2.2.2 - Policy for managing risk from flooding</b>				
145 (multiple points)	Te Mana Ora/Community and Public Health	Te Mana Ora supports the proposed Qualifying Matters related to high-risk natural hazards, including coastal inundation, coastal erosion and tsunami hazard.		Accept
<b>5 - Natural Hazards &gt; 5.2 - Objectives and Policies &gt; 5.2.2 - Natural hazards policies &gt; 5.2.2.5 - BLANK</b>				
751.7	Christchurch City Council	Add the following policy heading - <b><u>5.2.2.5 Policies for managing risk within Qualifying Matter Coastal Hazard Management Areas and Qualifying Matter Tsunami Management Area</u></b>		Not addressed
834.111	Kāinga Ora – Homes and Communities	Policy 5.2.2.5.2 – Managing development within Qualifying Matter Tsunami Management Area. 1. Amend Policy 5.2.2.5.2 as follows: Within the Tsunami Management Area Qualifying Matter, <b><u>avoid discourage</u></b> development, subdivision and land use that would provide for intensification of any site, unless the risk to life and property is acceptable. 2. Alternatively the Policy framework could be retained if the geography icextent of the QM matter is better aligned with a 1:100 return period or covers an area reflective of the Tsunami Inundation area identified by the Greater Christchurch Partnership as part of its consultation on the Greater Christchurch Spatial Plan.	FS2044.787 and FS2049.36	Reject
<b>5 - Natural Hazards &gt; 5.2 - Objectives and Policies &gt; 5.2.2 - Natural hazards policies &gt; 5.2.2.5 - BLANK &gt; 5.2.2.5.2 - Policy - Managing development within Qualifying Matter Tsunami Management Area</b>				

Tsunami Hazard Management Areas				
Sub. No.	Submitter name	Summary of Relief	Further Sub.	Recommendation
175.6	Winstone Wallboards Limited (WWB)	Seek Amendment Amend Policy 5.2.2.5.2: Within the Tsunami Management Area Qualifying Matter, avoid development, subdivision and land use that would provide for intensification of any site <u>for residential purposes in residential zones</u> , unless the risk to life and <del>property</del> is acceptable.		Reject
212 (multiple points)	The Fuel Companies - BP Oil, Z Energy and Mobil Oil (joint submission)	Retain as notified..		Accept in part
369.2	Winstone Wallboards Limited (WWB)	[That] Policy 5.2.2.5.2 only appl[ies] to residential development within residential zones.	FS2054.20	Accept
377.4	Toka Tū Ake EQC	Retain the policy, but formulate and add a definition of acceptable level of risk in regard to tsunami hazard.		Accept
689 (multiple points)	Environment Canterbury / Canterbury Regional Council	[Retain Policy as notified]		Accept in part
751.15	Christchurch City Council	[Clarify that t]he proposed Tsunami Management t Area qualifying matter will [also] extend over properties zoned Residential Hills	FS2033.1 and FS2006.1	Not addressed
751.17	Christchurch City Council	[Amend Policy as follows]: a. Within the Tsunami Management Area Qualifying Matter <b>in residential zones</b> , avoid development, subdivision and land use that would provide for intensification of any site. <del>unless the risk to life and property is acceptable.</del>	FS2014.4	Not addressed

Tsunami Hazard Management Areas					
Sub. No.	Submitter name	Summary of Relief		Further Sub.	Recommendation
806 (multiple points)	Te Tāhuhu o te Mātaranga (Ministry of Education)	[Regarding policy 5.2.2.5.2] Retain as drafted.			Accept in part
814.45	Carter Group Limited	Oppose Policy 5.2.2.5.2. Seek that it is deleted.			Reject
834 (multiple points)	Kāinga Ora – Homes and Communities	<ol style="list-style-type: none"> <li>1. Amend the provisions to remove /delete the mapped HazardManagement Areas from within theDistrict Plan and instead hold thisinformation in non-statutory GISmaps.</li> <li>2. Reduce the Tsunami ManagementArea to a 1:100 year hazard.</li> <li>3. Amend and make consequentialchanges to give effect to thissubmission.</li> </ol>		FS2044.22 and FS2049.13	Reject
853.18 (multiple points)	Lyttelton Port Company Limited	<p>Policy 5.2.2.5.2 – Managing development within Qualifying Matter Tsunami Management Area Within the Tsunami Management Area Qualifying Matter, avoid development, subdivision and land use that would provide for intensification of any site, unless the risk to life and property is acceptable.</p> <p>Remove Tsunami Management Areaqualifying matter from LPC’sCityDepot site in Hillsborough.</p>			Further clarification required
877.14	Otautahi Community Housing Trust	<p>Amend Policy 5.2.2.5.2 as follows:</p> <p>Within the Tsunami Management Area Qualifying Matter, <del>avoid discourage</del> development, subdivision and land use that would provide for intensification of any site, <del>unless the risk to life and property is acceptable.</del></p> <p>Alternatively the Policy framework could be retained if the geographic extent of the QM matter is better aligned with a 1:100 return period or covers an area reflective of the Tsunami Inundation area identified by the Greater Christchurch Partnership as part of its consultation on the Greater Christchurch Spatial Plan.</p>			Reject

<b>Tsunami Hazard Management Areas</b>				
<b>Sub. No.</b>	<b>Submitter name</b>	<b>Summary of Relief</b>	<b>Further Sub.</b>	<b>Recommendation</b>
878.4	Transpower New Zealand Limited	Amend Policy 5.2.2.5.2 as follows: <u>“5.2.2.5.2 Policy – Managing <b>residential</b> development within Qualifying Matter Tsunami Management Area</u> <u>a. Within the Tsunami Management Area Qualifying Matter, avoid <b>residential</b> development, subdivision and land use that would provide for intensification of any site, unless the risk to life and property is acceptable.”</u>	FS2014.3	Accept
<b>5 - Natural Hazards &gt; 5.4 - Rules - Flood hazard</b>				
3.2	Richard Abey-Nesbit	Accelerate planning for managed retreat as a result of climate change, including the introduction of financial contributions. Add advice note about requirements for landowners to seek further protections from insurance companies.	FS2037.37	Reject but acknowledged
627.25	Plain and Simple Ltd	[New provisions to enable] Temporary, modular lightweight housing / buildings [in natural hazard areas]		Accept in part
380.8	South Shore Resident's Association (SSRA)	Ensure that [the Qualifying Matter Tsunami Management Area] does not stop reasonable development.		Accept in part
814.46	Carter Group Limited	Oppose rules 5.4A. Seek that they are deleted.		Reject
826.2, 826.3	LMM Investments 2012 Limited	LMM seeks that the Tsunami Management Area, and related provisions, be deleted in their entirety. In the alternative, if the Tsunami Management Area is retained there needs to be: more focussed site-by-site assessments that reflect site specific considerations and mitigation; and a clear policy pathway for on-site mitigation.		Reject
<b>5 - Natural Hazards &gt; 5.4 - Rules - Flood hazard &gt; 5.4.7 - 5.4A Rules - Qualifying Matter Coastal Hazard Management Areas and Qualifying Matter Tsunami Management Area &gt; 5.4.7.1 - 5.4A.1 Permitted activities</b>				

Tsunami Hazard Management Areas				
Sub. No.	Submitter name	Summary of Relief	Further Sub.	Recommendation
114.2	Connor McIver	Seeks new rule to require minimum building height for houses to be built to two storeys in the zone at risk of tsunami damage. This would give occupants somewhere to go if they cannot evacuate to higher ground in time.		Reject
175.7	Winstone Wallboards Limited (WWB)	Amend: Rule 5.4A.1 5.4A.1 Permitted activities <del>a. There are no permitted activities.</del> Non-residential activities.		
369.3	Winstone Wallboards Limited (WWB)	[That an additional rule is added to permit] Non-residential activities [within the] Tsunami Management Area Qualifying Matter overlay.	FS2054.20	
519.5	James Carr	It might be worthwhile requiring new houses in areas at risk from sea level rise or increasing flood risk to be designed to be easily relocated (not necessarily in one piece). Again this is likely to require a wood foundation, but given that these areas typically have soft soils this would not be a bad thing.		Reject
878.5	Transpower New Zealand Limited	Amend 5.4A Rules as follows: "5.4A.1 Permitted activities a. There are no permitted activities. <b>The activities listed below are permitted activities.</b> [Add to Permitted Activities table: "Utilities". with "Nil" specific standards.]		Reject
<b>5 - Natural Hazards &gt; 5.4 - Rules - Flood hazard &gt; 5.4.7 - 5.4A Rules - Qualifying Matter Coastal Hazard Management Areas and Qualifying Matter Tsunami Management Area &gt; 5.4.7.5 - 5.4A.5 Non-complying activities</b>				
11.2	Cheryl Horrell	<i>[Retain resource consent requirement for new buildings in the Qualifying Matter Tsunami Management Area]</i>		Accept in part



Tsunami Hazard Management Areas				
Sub. No.	Submitter name	Summary of Relief	Further Sub.	Recommendation
197.4	Steve Smith	[That] any planning restrictions within the Tsunami Management Area be removed		Reject
751.6	Christchurch City Council	[Amend NC3]: "except that permitted or controlled in Rule 14.4.1 <b>and Rule 14.7.1.</b> "		Not addressed
751.16	Christchurch City Council	Amend NC3 a.: ' <b>Where located within the Residential Suburban, Residential Suburban Density Transition, or Residential Hills zones</b> , development, subdivision and land use that would provide for residential intensification of any site within the Qualifying Matter Tsunami Management Area except that permitted or controlled in Rule 14.4.1 and Rule 14.7.1'	FS2008.1	Not addressed
877.15	Otautahi Community Housing Trust	<p>The references in all rules in this section to "the areas shown on the planning maps as...", should be amended to reference <a href="#">interactive maps on the Council's GIS website and the return period of the mapped hazard should be reduced to a 1 in 100 year event.</a></p> <p>Rule 54A.5 NC3 should be amended as follows:</p> <p><b>a.</b> Development, <b>subdivision</b> and land use that would provide for residential intensification of any site within the Qualifying Matter Tsunami Management Area except that permitted or controlled in Rules 14.4.1 <b>and 14.4.2.</b></p> <p>Any consequential amendments to zones, overlays, precincts, and qualifying matters to reflect the relief sought in the submission.</p>		Reject
<b>6 - General Rules and Procedures</b>				
769.2	Megan Power	support in general the following provisions :Chapter 6 General Rules and Procedures 6.1A Qualifying Matters		Accept in part
<b>6 - General Rules and Procedures &gt; 6.1 - Noise &gt; 6.1.9 - 6.1A - Qualifying Matters &gt; 6.1.9.1 - 6.1A.1 Application of qualifying matters</b>				
53.3	Brighton Observatory of	Include Tsunami Risk Area in Natural Hazards Qualifying Matter		Accept

<b>Tsunami Hazard Management Areas</b>				
<b>Sub. No.</b>	<b>Submitter name</b>	<b>Summary of Relief</b>	<b>Further Sub.</b>	<b>Recommendation</b>
	Environment and Economics			
67.13	Rachel Davies	Continue to add and push for Quality Matters to ensure new development meets more stringent controls over sunlight, safety, privacy, environmental factors and aesthetics.		Accept in part
87.1	David East	[S]eek[s] clarity around definitions of the Coastal Hazard Management Zone and also the Tsunami Management zone. Clear definitions of the methodology behind such policy and reasoning as to why internationally rejected or highly unlikely scenarios are still being used as the basis for planning		Reject
175.4	Winstone Wallboards Limited (WWB)	Further assessment required on the Tsunami Management Overlay mapping.		Reject
357.4	Alexandra Free	[Retain all proposed qualifying matters]		Accept
380.9	South Shore Resident's Association (SSRA)	[Delete Qualifying Matter Tsunami Management Area]		Reject
739.3	North Beach Residents Association	Seek that qualifying matters relating to Coastal Hazards (including tsunami) do not unduly restrict intensification in coastal areas.		Accept in part
744.1	Cliff Mason	[Retain all proposed Qualifying Matters]		
759.3	C Collins	[Seeks that the Plan Change be approved]		
804.8	Waihoru Spreydon-Cashmere-Heathcote Community Board	[S]upports the need to include high-risk natural hazards as Qualifying Matters. Coastal inundation, coastal erosion and tsunami hazards are all of concern to at least some of the community in Waihoru Spreydon-Cashmere-Heathcote.		Accept

Tsunami Hazard Management Areas				
Sub. No.	Submitter name	Summary of Relief	Further Sub.	Recommendation
835.7	Historic Places Canterbury	The submitter supports all qualifying matters.		Accept in part
877.5	Otautahi Community Housing Trust	Reduce the Tsunami Management Area to a 1:100 year hazard.		Reject
<b>14 - Residential &gt; 14.2 - Objectives and Policies &gt; Residential &gt; How to interpret and apply the rules 1</b>				
834.141, 834.142, 834.169	Kāinga Ora – Homes and Communities	Delete Tsunami Hazard QM reduced to 1:100 year hazard.	FS2049.56 FS2031.100, FS2051.99, FS2052.24, FS2049.85 and FS2037.24	Reject
<b>Residential &gt; Rules - Residential Suburban Zone and Residential Suburban Density Transition Zone &gt; Activity status tables &gt; Permitted activities</b>				
689.80	Environment Canterbury / Canterbury Regional Council	[T]that instances in the permitted activities table (specifically P10, P11 and P12) of 'thetsunami inundation area as set out in Environment Canterbury report number R12/38 4 "Modellingcoastal inundation in Christchurch and Kaiapoi from a South American Tsunami using topography fromafter the 2011 February Earthquake (2012), NIWA"; as shown in Appendix 14.16.5' be replaced with 'theTsunami Management Area', to reflect the updated area.		Clarification required
751.66	Christchurch City Council	[In P10, P11 and P12] Remove the text with strikethrough and addthe text in bold underline - <del>the tsunamiinundation area as set out in EnvironmentCanterbury report number R12/38 "Modellingcoastal inundation in Christchurch and Kaiapoifrom a South American Tsunami usingtopography from after the 2011 FebruaryEarthquake (2012), NIWA"; as shown inAppendix 14.16.5;</del> <b>The Qualifying MatterTsunami Management Area;</b>	FS2044.7 FS2085.29 and FS2049.3	Not addressed
<b>Planning Maps</b>				

<b>Tsunami Hazard Management Areas</b>				
<b>Sub. No.</b>	<b>Submitter name</b>	<b>Summary of Relief</b>	<b>Further Sub.</b>	<b>Recommendation</b>
751.144	Christchurch City Council	Amend the Series D planning maps as follows: 1. move all Historic Heritage layers to Series C; 2. improve the legibility of the LPTAA symbology; 3. move all coastal hazard layers to Series B (including Tsunami Management Area); 4. remove all Designations from Series D (already captured in Series A); 5. rename the Series D maps to "Qualifying Matter Overlays" or similar. 6. Where required, conduct any required consequential changes to sub-chapter 6.1A.		Not addressed
<b>Planning Maps &gt; MRZ Zoning</b>				
751.11, 751.1090	Christchurch City Council	[Remove any MRZ zoning within the Tsunami Management Area and retain operative / RSDT zoning].	FS2021.1 and FS2049.6	Not addressed
<b>Planning Maps &gt; QM - Any Coastal Hazard</b>				
107.28	Heather Woods	Amend the zoning of 157 to 193 Wainoni Road (and further afield), to "MediumDensity Residential Zone" because the Qualifying Matter of "Tsunami Management Area" only applies to a small part of the properties, and is less of a risk than places like Marine Parade that are "MediumDensity Residential Zone" with the Qualifying Matter of "Tsunami Management Area" applying to the whole property.		Reject
107.32	Heather Woods	Amend zoning for the Residential Suburban portion of Keyes Road, to "Medium Density Residential Zone" because the Qualifying Matter of "Tsunami Management Area" is not sufficient risk by itself as it is less of a risk than places like Marine Parade and 286 to		Reject

<b>Tsunami Hazard Management Areas</b>				
<b>Sub. No.</b>	<b>Submitter name</b>	<b>Summary of Relief</b>	<b>Further Sub.</b>	<b>Recommendation</b>
		388 Keyes Road that are "MediumDensity Residential Zone" with the Qualifying Matter of "Tsunami Management Area" and also "CoastalHazard Medium Risk Management Area" applying to the whole property.		
197.3	Steve Smith	[Remove Tsunami Management Area]		Reject
737.7	Christian Jordan	Remove Tsunami Management Area.		Reject
792.10	Carmel Woods	Oppose the Tsunami Management Area QM from 157 to 193 Wainoni Road, and the surrounding area.		Reject
792.16	Carmel Woods	Oppose the Tsunami Managment Area QM for Keyes Road.		Reject
814.244	Carter Group Limited	Amend the planning maps in respect of either side of Beachville Road, Redcliffs to remove the Coastal Hazard Medium and High RiskManagement Area, and High Floodplain Hazard ManagementArea, and Tsunami Management Area overlays.		Reject
1034.1	Ebin Scaria Jose	Oppose the application of QM Tsunami Management area on 20 Holland Street, Avonside.		Reject

APPENDIX E—RELATIONSHIP BETWEEN PROPOSED STRATEGIC DIRECTIONS OBJECTIVE 3.3.7 AND CHAPTER 14 AND 15 OBJECTIVES AND POLICIES

### 3.3.78 Objective - Urban growth, form and design

- a. A well-integrated pattern of development and infrastructure, a consolidated urban form, and a high quality urban environment that:
- i. Is attractive to residents, business and visitors; and
  - ii. Provides for development and change over time to address the diverse and changing needs of people and communities, and
  - iii. Provides for a distinctive, legible urban form and strong sense of place, comprising:
    - A. ~~The~~ pre-eminence of the city centre built form, supported by enabling the highest buildings;
    - B. ~~The~~ clustering, ~~scale and massing~~ of development in and around commercial centres, with an extent, intensity and built form commensurate with the role of the centre ~~and the extent of commercial and community services provided~~; where
    - C. ~~T~~he largest scale and density of development, outside of the city centre, is provided within and around town centres, and lessening scale for centres lower in the hierarchy; and
    - D. ~~specific design controls and~~ lower heights ~~and design controls~~ for development located in more sensitive environments;
  - iv. Recognises that whilst amenity values will change through the planned redevelopment of the existing urban area, the amenity values and the quality of the urban environment will be maintained and enhanced; and
  - v. Enables Ngāi Tahu mana whenua to express their cultural traditions and norms;
  - v.i Ensures the protection and/or maintenance of specific characteristics of qualifying matters;
- ii. ~~Has its areas of special character and amenity value identified and their specifically recognised values appropriately managed; and~~
- iii. Provides for urban activities only:
- A. within the existing urban areas unless they are otherwise expressly provided for in the CRPS; and
  - B. on greenfield land on the periphery of Christchurch's urban area identified in accordance with the Greenfield Priority Areas in the Canterbury Regional Policy Statement Chapter 6, Map A; and
- iv. Increases the housing development opportunities in the urban area to meet the intensification targets specified in the Canterbury Regional Policy Statement, Chapter 6, Objective 6.2.2 (1); particularly:
- A. in and around the Central City, Key Activity Centres (as identified in the Canterbury Regional Policy Statement), **Town Centre**, and larger **Local neighbourhood** centres, and nodes of core public transport routes; and
  - B. in those parts of Residential Greenfield Priority Areas identified in Canterbury Regional Policy Statement Chapter 6, Map A; and
  - C. in suitable brownfield areas; and

- v. Maintains and enhances the **Central City, Key Activity Centres and Neighbourhood Centres, Town centres, and Local centres** as community focal points; and
- vi. Identifies opportunities for, and supports, the redevelopment of **brownfield** sites for residential, business or **mixed use** activities; and
- vii. Promotes the re-use and re-development of **buildings** and land; and
- viii. ~~Has good~~ **improves overall accessibility** and connectivity **(including through opportunities for walking, cycling and public transport)** for people **between housing, jobs, community services, natural spaces, and open space, **transport (including opportunities for walking, cycling and public transport) and services;** and**
- ix. Promotes the safe, efficient and effective provision and use of infrastructure, including the optimisation of the use of existing infrastructure; and
- x. Co-ordinates the nature, timing and sequencing of new development with the funding, implementation and operation of necessary transport and other infrastructure.

<b>Chapter 14 - Residential</b>	<b>Chapter 15 – Commercial</b>
<p>14.2.1 Objective – Housing Supply</p> <p>14.2.1.1. Policy Housing distribution and density</p>	<p>15.2.1 Objective – Recovery of commercial activity centres</p> <p>The importance of commercial and community activity to the recovery and long term growth of the City is recognised and facilitated in a framework that supports commercial centres. (Plan Change 5B Council Decision)</p>
<p>14.2.3 Objective - MDRS Objective 2 a. A relevant residential zone provides for a variety of housing types and sizes that respond to: i. housing needs and demands; and ii. the neighbourhood’s planned urban built character, including 3-storey buildings.</p> <p>14.2.3.1 Policy – MDRS Policy 1 a. Enable a variety of housing types with a mix of densities within the zone, including 3-storey attached and detached dwellings, and low-rise apartments.</p> <p>14.2.3.2 Policy - MDRS Policy 2 a. Apply the MDRS across all relevant residential zones in the district plan except in circumstances where a qualifying matter is relevant (including matters of significance such as</p>	<p>15.2.2 Objective - Centres-based framework for commercial activities</p> <p>Commercial activity</p> <p>Commercial activity is focussed within a network of centres (comprising the City Centre, Town Centres, Local Centres, Neighbourhood Centres, and Large Format Centres) to meet the wider community’s and businesses’ needs in a way and at a rate that:</p> <ul style="list-style-type: none"> <li>i. supports intensification within centres;</li> <li>ii. enables the efficient use and continued viability of the physical resources of commercial centres and promotes their success and vitality, reflecting their critical importance to the local economy;</li> </ul>



<p>historic heritage and the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, wāhi tapu, and other taonga).</p> <p>14.2.3.3 Policy - MDRS Policy 5 a. Provide for developments not meeting permitted activity status, while encouraging high quality developments</p> <p>14.2.3.4 Policy - MDRS Policy 3 a. Encourage development to achieve attractive and safe streets and public open spaces, including by providing for passive surveillance.</p> <p>14.2.3.5 Policy - MDRS Policy 4 a. Enable housing to be designed to meet the day-to-day needs of residents.</p> <p>14.2.3.6 Framework for building heights in medium and high density areas</p> <p>a. Enable building heights in accordance with the planned urban built character for medium and high density areas, whilst also enabling increased building heights under specific conditions.</p> <p>14.2.3.7 Management of increased building heights</p> <p>a. Within medium and high density zoned areas, only provide for increased building heights beyond those enabled in the zone or precinct where the following is achieved:</p> <p>i. the development provides for a greater variety of housing types, price points, and sizes, when compared to what is provided in the surrounding area;</p> <p>ii. the development is consistent with the built form outcomes anticipated by the underlying zone or precinct;</p> <p>iii. the site is located within walking distance of public or active transport corridors; community facilities or commercial activities; and public open space;</p> <p>iv. building design features are used to reduce: A. significant shading, dominance and privacy effects caused by increased height on adjacent</p>	<p>iii. supports the function of Town Centres as major focal points for commercial activities, entertainment activities, visitor accommodation, employment, transport and community activities, and Local Centres as a focal point for primarily small-scale commercial activities with a focus on convenience shopping, community activities and guest accommodation;</p> <p>iv. gives primacy to the City Centre followed by Town Centres and Local Centres identified as Key Activity Centres;</p> <p>v. is consistent with the role of each centre as defined in 15.2.2.1 Policy – Role of centres Table 15.1;</p> <p>vi. supports a compact and sustainable urban form that provides for the integration of commercial activity with guest accommodation, community activity, residential activity and recreation activity in locations accessible by a range of modes of transport;</p> <p>vii. supports the recovery of centres that sustained significant damage or significant population loss from their catchment, including the City Centre, Linwood, and Local Centres subject to 15.2.4.3 Policy Suburban centre master plans;</p> <p>viii. enhances their vitality and amenity and provides for a range of activities and community facilities;</p> <p>ix. manages adverse effects on the transport network and public and private infrastructure;</p> <p>x. is efficiently serviced by infrastructure and is integrated with the delivery of infrastructure; and</p> <p>xi. recognises the values of, and manages adverse effects on, sites of Ngāi Tahu cultural significance identified in Appendix 9.5.6 and natural waterways (including waipuna). (Plan Change 5B Council Decision)</p>
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<p>residential properties and public spaces; and B. the effects of dominance and shading on historic heritage, significant trees, or character areas;</p> <p>v. When considering height increases within 1.2km from the city centre, the economic impacts on the city centre from an increase in height</p>	
<p>14.2.45 Objective - High quality residential environments</p> <p>a. High quality, sustainable, residential neighbourhoods which are well designed, have a high level of amenity, enhance local character and reflect to reflect the planned urban character and the Ngāi Tahu heritage of Ōtautahi. Note: Policies 14.2.69.1, 14.2.69.2, 14.2.69.34, 14.2.69.67, and 14.2.69.8 also implement Objective 14.2.45.</p> <p>14.2.45.1 Policy - Neighbourhood character, amenity and safety</p> <p>a. Facilitate the contribution of Provide for individual developments to high quality residential environments in all residential areas (as characterised in Table 14.2.1.1a), through design which contributes to a high quality environment through a site layout and building design that:</p> <ul style="list-style-type: none"> <li>i. reflecting the context, character, and scale of building anticipated in the neighbourhood ensures buildings and planting have a greater prominence from the street than car parking and servicing areas;</li> <li>ii. contributing to a high quality street scene prioritises pedestrian circulation through the site, particularly over vehicle movement; ensuring it is direct, safe and well integrated; with formation that supports a variety of users;</li> <li>iii. providing a high level of on-site amenity provides a public front entrance to each streetfronting apartment building or street-fronting residential unit, separate from any private outdoor space;</li> <li>iv. minimising noise effects from traffic, railway activity, and other sources where necessary to protect residential amenity;</li> </ul>	<p>15.2.2.1 Policy – Role of centres</p> <p>a. Recognise and manage commercial centres as the focal points for the community and business through intensification within centres that reflects their functions and catchment sizes, and in accordance with a framework that:</p> <ul style="list-style-type: none"> <li>i. gives primacy to, and supports, the recovery of the City Centre, followed by Key Activity Centres, by managing the size of all centres and the range and scale of activities that locate within them;</li> <li>ii. supports and enhances the role of Town Centres; and</li> <li>iii. maintains the role of Local Centres, Neighbourhood Centres and Large Format Centres.</li> </ul> <p>as set out in Policy 15.2.2.1, Table 15.1 – Centre’s role. (Plan Change 5B Council Decision)</p>

<ul style="list-style-type: none"> <li>v. providing safe, efficient, and easily accessible movement for pedestrians, cyclists, and vehicles have street facing façades that include a high level of clear glazing and design for visual interest; and</li> <li>vi. provides prominent planting areas throughout communal areas and adjacent to the street;</li> <li>vii. incorporating principles of crime prevention through environmental design.</li> </ul> <p>14.2.45.2 Policy - High quality, medium density residential development</p> <ul style="list-style-type: none"> <li>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) reflects the planned urban built character of an area, through: <ul style="list-style-type: none"> <li>i. consultative planning approaches to identifying particular areas for residential intensification and to defining high quality, built and urban design outcomes for those areas;</li> <li>ii. encouraging and incentivising amalgamation and redevelopment across large-scale residential intensification areas;</li> <li>iii. providing design guidelines to assist developers to achieve high quality, medium density development;</li> <li>iv. considering input from urban design experts into resource consent applications;</li> <li>v. promoting incorporation of low impact urban design elements, energy and water efficiency, and lifestage inclusive and adaptive design; and</li> </ul> </li> </ul>	
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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

14.2.5.3 Policy – Quality large scale developments

a. Residential developments of four or more residential units contribute to a high quality residential environment through site layout, building and landscape design to achieve:

engagement with the street and other spaces;

minimisation of the visual bulk of buildings and provision of visual interest;

a high level of internal and external residential amenity;

high quality shared spaces, including communal living spaces and accessways that provide safe, direct access for pedestrians;

a safe and secure environment; and

public through connections for large sites with multiple public frontages.

14.2.5.4 Policy – On-site waste and recycling storage a. Ensure there is suitable on-site waste and recycling storage to meet the needs of occupiers through:

i. Sufficient on-site waste and recycling and storage space conveniently located to:

A. enable easy access by occupants and collection from (or delivery to) the street edge, including promoting communal waste management;

B. not detract from public spaces or on-street amenity;

C. not result in odour impacts to the on-site occupants or neighbours of the development.

<p>14.2.5.5 Policy – Assessment of wind effects</p> <p>a. Maintain the comfort and safety of public and private space users by assessing and appropriately managing the adverse wind effects of tall buildings to ensure:</p> <ul style="list-style-type: none"> <li>i. there is a low risk of harm to people;</li> <li>ii. the building and site design incorporates effective measures to reduce wind speeds; and</li> <li>iii. the comfort of private outdoor living spaces and public spaces is prioritised.</li> </ul>	
<p>14.2.6 Objective – Medium Density Residential Zone</p> <p>a. Medium density residential areas of predominantly MDRS-scale development of three- or four-storey buildings, including semi-detached and terraced housing and low-rise apartments, with innovative approaches to comprehensively designed residential developments, whilst providing for other compatible activities.</p> <p>14.2.6.1 Policy – MDRS Policy 1</p> <p>a. Enable a variety of housing types with a mix of densities within the zone, including 3-storey attached and detached dwellings, and low-rise apartments.</p> <p>14.2.6.2 Policy – Local Centre Intensification Precinct</p> <p>a. Enable the development of four- to five-storey town houses and multi-storey apartments within the Local Centre Intensification Precinct.</p>	<p>15.2.2.7 Residential activity in Town and Local centres</p> <p>Residential activity in district town centres and neighbourhood local centres is encouraged above ground floor level, and is provided for at ground floor level where:</p> <ul style="list-style-type: none"> <li>i. it can be demonstrated that there is sufficient capacity in the catchment of the centre to meet demand in the short, medium and long-term for commercial activities; and/or</li> <li>ii. the building for the residential activity is designed and constructed to facilitate conversion to commercial use so as to not foreclose future options and for sites in Banks Peninsula, the residential activity contributes positively to the area’s special historical character; or</li> <li>iii. it can be demonstrated that the ground floor residential activity will not have a significant adverse effect on the commercial viability and function of a centre. In addition, residential activity is to be integrated with surrounding activities in the centre, including maintaining continuity of active uses fronting the street. (Plan Change 5B Council Decision)</li> </ul>

<p>14.2.7 Objective – High Density Residential Zone a. High density residential development near larger commercial centres, commensurate with the expected demand for housing in these areas and the nature and scale of commercial activities, community facilities, and multimodal transport networks planned or provided in the commercial centres.</p> <p>14.2.7.1 Policy – Provide for a high density urban form</p> <p>a. Enable the development of high density urban areas with a density that is responsive to current and planned:</p> <ul style="list-style-type: none"> <li>i. degree of accessibility to services and facilities, public open space, and multimodal and active transport corridors; and</li> <li>ii. housing demand.</li> </ul> <p>14.2.7.2 Policy – High density location</p> <p>a. Enable high density residential development within walking catchments of the:</p> <ul style="list-style-type: none"> <li>i. City centre zone;</li> <li>ii. Town Centre zones of Riccarton, Papanui, and Hornby; and</li> <li>iii. Other larger commercial centres zoned as Town Centres and Local Centres; to a degree that responds to the planned scale and nature of each centre group and the range of activities planned or provided there.</li> </ul> <p>14.2.7.3 Policy – Heights in areas surrounding the central city</p> <p>a. Provide for 10-storey residential buildings consolidated around the City Centre zone to stimulate and support the city centre.</p> <p>14.2.7.4 Policy – Large Local Centre Intensification Precinct</p>	<p>15.2.3 Objective - Office parks and mixed use areas outside the central city</p> <p>a. Recognise the existing nature, scale and extent of commercial activity within the Commercial Office and Mixed Use Zones, but avoid the expansion of existing, or the development of new, office parks and/or mixed use areas.</p> <p>b. Mixed use zones located close to the City Centre Zone transition into high density residential neighbourhoods that contribute to an improved diversity of housing type, tenure and affordability and support a reduction in greenhouse gas emissions.</p> <p>15.2.3.2 Policy – Mixed use areas outside the central city</p> <p>a. Recognise the existing nature, scale and extent of retail activities and offices in mixed use zones outside the central city while limiting their future growth and development to ensure commercial activity in the City is focussed within the network of commercial centres.</p> <p>b. Support mixed use zones located within a 15 minute walking distance of the City Centre Zone, to transition into high quality residential neighbourhoods by:</p> <ul style="list-style-type: none"> <li>i. enabling comprehensively designed high-quality, high-density residential activity;</li> <li>ii. ensuring that the location, form and layout of residential development supports the objective of reducing greenhouse gas emissions and provides for greater housing diversity including alternative housing models;</li> <li>iii. requiring developments to achieve a high standard of on-site residential amenity to offset and improve the current low amenity industrial environment and mitigate potential conflicts between uses;</li> </ul>
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<p>a. Enable the development of 6-storey multi-storey flats and apartments in, and restrict development to solely within, the Large Local Centre Intensification Precinct and the Town Centre Intensification Precinct.</p> <p>14.2.7.5 Policy – High Density Residential Precinct</p> <p>a. Enable the development of 6-story multi-storey flats and apartments in, and restrict development to solely within, the High Density Residential Precinct to manage intensification around the City Centre zone.</p> <p>14.2.7.6 Policy – High Density Residential development</p> <p>a. Provide for residential development within the High Density Residential Zone that:</p> <ul style="list-style-type: none"> <li>i. Ensures at least two storey development is developed;</li> <li>ii. Amalgamates existing sites as part of the development;</li> <li>iii. Locates building bulk towards the frontage of sites, enhancing the street wall.</li> </ul>	<ul style="list-style-type: none"> <li>iv. encourage small-scale building conversions to residential use where they support sustainable re-use, provide high quality living space and contribute to the visual interest of the area.</li> <li>c. Avoid Comprehensive Residential Development of sites within the Comprehensive Housing Precinct that are identified in Appendix 15.15.12 and 15.15.13 unless the relevant shared pedestrian/cycleway, greenway or road connection is provided.</li> <li>d. For sites identified within Appendix 15.15.12 and 15.15.13 encourage the connection to facilitate convenient and accessible through block connectivity.</li> </ul>
	<p>15.2.4 Objective - Urban form, scale and design outcomes A scale, form and design of development that is consistent with the role of a centre and its contribution to city form, and the intended built form outcomes for mixed use zones, and which:</p> <ul style="list-style-type: none"> <li>i. recognises the Central City and District Town Centres as strategically important focal points for community and commercial investment;</li> <li>ii. contributes to an urban environment that is visually attractive, safe, easy to orientate, conveniently accessible, and responds positively to anticipated local character and context;</li> <li>iii. recognises the functional and operational requirements of activities and the anticipated existing built form;</li> <li>iv. manages adverse effects (including reverse sensitivity effects) on the site and surrounding environment</li> </ul>

including effects that contribute to climate change; and v. recognises Ngāi Tahu/ mana whenua values through landscaping and the use of low impact urban design, where appropriate.; and vi. supports a reduction in greenhouse gas emissions.

#### 15.2.4.1 Policy – Scale and form of development

a. Provide for development of a significant scale and form massing that reinforces the City’s distinctive sense of place and a legible urban form by:

i. setting a height limit and clustering central city high rise buildings, to avoid dominating the skyline and to retain the prominence of Te Poho-o-Tamatea/the Port Hills, as the city backdrop within the wider city context;

ii. limiting building height around Cathedral Square to manage potential impacts including shading and dominance on the adjoining heritage scheduled public space; and

iii. limiting building height along Victoria Street where taller buildings are inappropriate due to the potential impact on legibility of the city centre form and dominance impacts on adjoining residential neighbourhoods.

iv. Limiting building height on sites identified within the New Regent Street Height Qualifying Matter and Precinct, and Central City Heritage Qualifying Matter and Precinct, to manage potential impacts of shading and dominance on the use of space and heritage values of the street.

v. Limiting building height within the Arts Centre Height Qualifying Matter and Precinct, and east of Montreal Street within the Central City Heritage Qualifying Matter and Precinct, to manage potential impact of visual dominance on the Arts Centre.

b. Reflect the context, character and the anticipated scale of the zone and centre’s function; by:



	<ul style="list-style-type: none"> <li>i. providing for the tallest buildings and greatest scale of development in the city centre to reinforce its primacy for Greater Christchurch and enable as much development capacity as possible to maximise the benefits of intensification;</li> <li>ii. providing for building heights and densities within town, local and neighbourhood centres commensurate with their role and level of commercial and community activities;</li> <li>iii. for Key Activity Centres and Large Format Centres, enable larger floor plates while maintaining a high level of amenity in the centre; and</li> <li>iv. for comprehensive residential development in the Mixed Use Zone, achieve a high density scale of development that contributes to a perimeter block urban form; and</li> <li>v. manage adverse effects on the surrounding environment, particularly at the interface with residential areas, sites of Ngāi Tahu cultural significance identified in Appendix 9.5.6 and natural waterways.</li> </ul> <p>15.2.4.2 Policy – Design of new development</p> <ul style="list-style-type: none"> <li>a. Require new development to be well-designed and laid out by: <ul style="list-style-type: none"> <li>i. encouraging pedestrian activity and amenity along streets and in adjoining public spaces, to a degree that is appropriate to the location and function of the street or space, and in Mixed Use Zones, to recognise and support the transition to pedestrian-friendly street environments;</li> <li>ii. providing a principal street facing façade, or facades (where located on a corner site), of visual interest that contributes to the character and coherence of a centre;</li> <li>iii. facilitating movement within a site and with the surrounding area for people of all mobilities and ages, by a range of modes of transport through well-defined, convenient and safe routes;</li> </ul> </li> </ul>
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	<ul style="list-style-type: none"><li>iv. enabling visitors to a centre to orientate themselves and find their way with strong visual and physical connections with the surrounding area;</li><li>v. promoting a safe environment for people and reflecting principles of Crime Prevention through Environmental Design (CPTED);</li><li>vi. enabling the re-use of buildings and sites while recognising the use for which the building is designed;</li><li>vii. incorporating principles of low impact design including energy efficiency, water conservation, the reuse of stormwater, on-site treatment of stormwater and/or integration with the wider catchment based approach to stormwater management, where practicable;</li><li>viii. achieving a visually attractive setting when viewed from the street and other public spaces, that embodies a human scale and fine grain, while managing effects on adjoining environments;</li><li>ix. providing adequate and convenient space for storage while ensuring it is screened to not detract from the site's visual amenity values;</li><li>x. increasing the prominence of buildings on street corners;</li><li>xi. ensuring that the design of development mitigates the potential for adverse effects such as heat islands, heat reflection or refraction through glazing, and wind-related effects;</li><li>xii. ensuring that the upper floors (including roof form and associated mechanical plant) are well-modulated and articulated to provide visual interest to the building when viewed from beyond the Central City or from adjacent buildings above; and</li><li>xiii. recognising the importance of significant public open space by maintaining sunlight access to, and managing visual dominance effects on, these spaces;</li><li>xiv. recognising that mixed use zones are in transition and require a high quality of residential development to be achieved to mitigate and offset</li></ul>
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	<p>the industrial nature and potential conflicts between uses within the zone; and</p> <p>xv. for larger scale developments in Mixed Use Zones, provide for future access lanes, greenways and mid-block pedestrian connections, that will contribute to a finer grain block structure that supports walking.</p> <p>b. Recognise the scale, form and design of the anticipated built form within a site and the immediately surrounding area and the functional and operational requirements of activities.</p> <p>c. Require residential development to be well-designed and laid out to ensure a high quality healthy living environment including through:</p> <p>i. the provision of sufficient and conveniently located internal and outdoor living spaces;</p> <p>ii. good accessibility within a development and with adjoining areas; and</p> <p>iii. minimising disturbance from noise and activity in a centre or mixed use zone (and the potential for reverse sensitivity issues to arise). (Plan Change 5B Council Decision)</p> <p>d. Enable high quality small buildings on mid-block sites, because they have minimal adverse effects on people and the environment.</p>
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## APPENDIX F –CCC DRAFT SOCIAL IMPACT ASSESSMENT ON INTENSIFICATION

# **Social Impacts of Housing Intensification**

## **Research Review**

Prepared by Monitoring & Research Team

August 2023

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# 1 Overview

This report has been prepared to explore the social impacts of housing intensification. Housing intensification has been recognised as an important mechanism in addressing unmet housing need and shortage in Aotearoa New Zealand. Medium Density Residential Standards (MDRS) responded to this by requiring all Tier 1 Councils in New Zealand’s urban areas to remove barriers to development and allow for more homes to be built. The benefits of intensification have been acknowledged worldwide. In addition to enabling better access to housing, the concentration of people in serviced areas will reduce reliance on private vehicles thereby reducing emissions. While there are clear benefits to housing intensification, there are also social effects that have significant impacts on people’s lives. Ōtautahi-Christchurch has a recent history of earthquakes and associated community concerns around building heights, an ageing population that is changing typology demand, high levels of unmet housing need due to lack of typology diversity, and a dispersed, low-density urban form. This report reviews relevant recent New Zealand and international research on the social effects of housing intensification with consideration to how findings might apply to the unique Ōtautahi-Christchurch context. It is acknowledged that Councils can have a leading role in supporting local area planning and community engagement processes so as to mitigate the possible adverse effects of housing intensification.

## 2 Introduction

### 2.1 Housing intensification and MDRS

In 2021, the New Zealand Productivity Commission identified an urgent need to increase land availability in order to ease housing supply constraints and house price pressure (New Zealand Productivity Commission, 2012). The Commission called for an immediate release of significant tracts of new residential land to the market, both on the urban fringe and urban land that could be redeveloped for housing. This was particularly important in the ‘high land demand areas’ of Auckland, Christchurch, Tauranga and Hamilton, although this process was already underway in Ōtautahi in response to the Canterbury earthquakes. The Commission also called on Councils to ensure their planning policies “are not frustrating more efficient land use” (p. 2) and recommended central government review legislation in the interests of easing housing supply constraints. However, Aotearoa’s housing affordability has continued to deteriorate since the Commission made these recommendations, despite consecutive governments implementing various policy changes to address it (Yeoman, 2022). In 2021, the OECD named our housing market as the least affordable for low-income families and one of the most expensive relative to income in the OECD (OECD, 2021). There is also a continuing lack of social housing, with public and community providers unable to meet increased demand (Community Housing Aotearoa, 2020).

In the context of a serious and persistent housing crisis, the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act (HSAA) passed into law on 20 December 2021 with the purpose of enabling greater housing supply in Aotearoa’s urban areas (Ministry for the Environment, 2022). It would do this by setting more permissive land use regulations, and by bringing forward and strengthening the National Policy Statement on Urban Development (NPS-UD). The NPS-UD is “about ensuring New Zealand’s towns and cities are well-functioning urban environments that meet the changing needs of our diverse communities” (Ministry for the

Environment, 2023, p. 1). Policy 3 of the NPS-UD in particular contributes to central government's Urban Growth Agenda (UGA) – to remove barriers to the supply of both residential and commercial land and infrastructure – through the introduction of MDRS, which, by law, must be integrated into all Tier 1 Council's district plans (Ministry for the Environment, 2023). While most residential zones currently allow only a single dwelling of no more than two-storeys on each site, MDRS will enable three dwellings of up to three storeys to be developed on each site without the need for resource consent (Ministry for the Environment, 2022). MDRS forms the basis of housing intensification in Aotearoa New Zealand's urban areas.

MDRS are to be applied throughout all urban areas, irrespective of any nuances in different local or city environments. This 'blanket application' (Yeoman, 2022) has been contested by the Tier 1 Councils, with Auckland, Hamilton, Tauranga, Wellington and Christchurch rejecting some or all of the rules. In the context of Ōtautahi, a city with a recent history of earthquakes that have led to sensitivity around building heights and fears of losing more heritage buildings, MDRS are potentially problematic. Post-earthquakes, the Christchurch Central Recovery Plan was developed with the lower-rise aspirations of the community in mind, and buildings in the Central City core were restricted to seven storeys. Height limits in the current District Plan are seen as sympathetic to the city's post-earthquake environment and ground conditions (Dalziel, 2022). There are also perceived risks around the implications of MDRS for the Garden City's existing residential vegetation and sunlight access (Christchurch has smaller sun angles than its northern counterparts). The blanket application of MDRS has also been contested in terms of the development pattern it will likely result in across each urban area (Yeoman, 2022). A *laissez faire* approach, MDRS will see the market decide where intensification occurs, which will see ad hoc development that is dispersed across urban areas and could result in increased costs for public infrastructure and service provision across cities (Yeoman, 2022; Ferm, Clifford, Canelas, & Livingstone, 2021). There are also concerns that deregulation and upzoning, while increasing housing supply, are 'not enough' because they do not reduce economic and spatial inequalities and therefore undermine the purpose of new intensification policies to enable affordable housing for all (Wetzstein, 2022; Dantzler, 2022; Yeoman, 2022; Rodríguez-Pose & Storper, 2020).

## 2.2 Proposed Housing and Business Choice Plan Change 14

The Proposed Housing and Business Choice Plan Change 14 (PC14) is an Intensification Planning Instrument (IPI) required to bring the Christchurch City Council District Plan in line with government direction given via the NPS-UD under the HSAA. PC14 sets out residential and commercial zones throughout Christchurch City in which intensification will be enabled. High-density residential zones will be concentrated around the Central City and the large commercial centres of Hornby, Papanui and Riccarton. Buildings of at least six storeys will need to be enabled within walkable catchments of these centres. In the Central City, this will enable heights of 20 metres within 1.2 kilometres, which will see the construction of apartment buildings and multi-storey flats. Outside of the Central City, high-density residential zoning will see houses of up to 14 metres be constructed without the need for a resource consent (subject to a recession plane). The MDRS for this zone are a legal requirement and need to be applied to most residential areas of the city. However, Christchurch City Council (the Council) is able to make MDRS more lenient or restrictive by identifying Qualifying Matters.

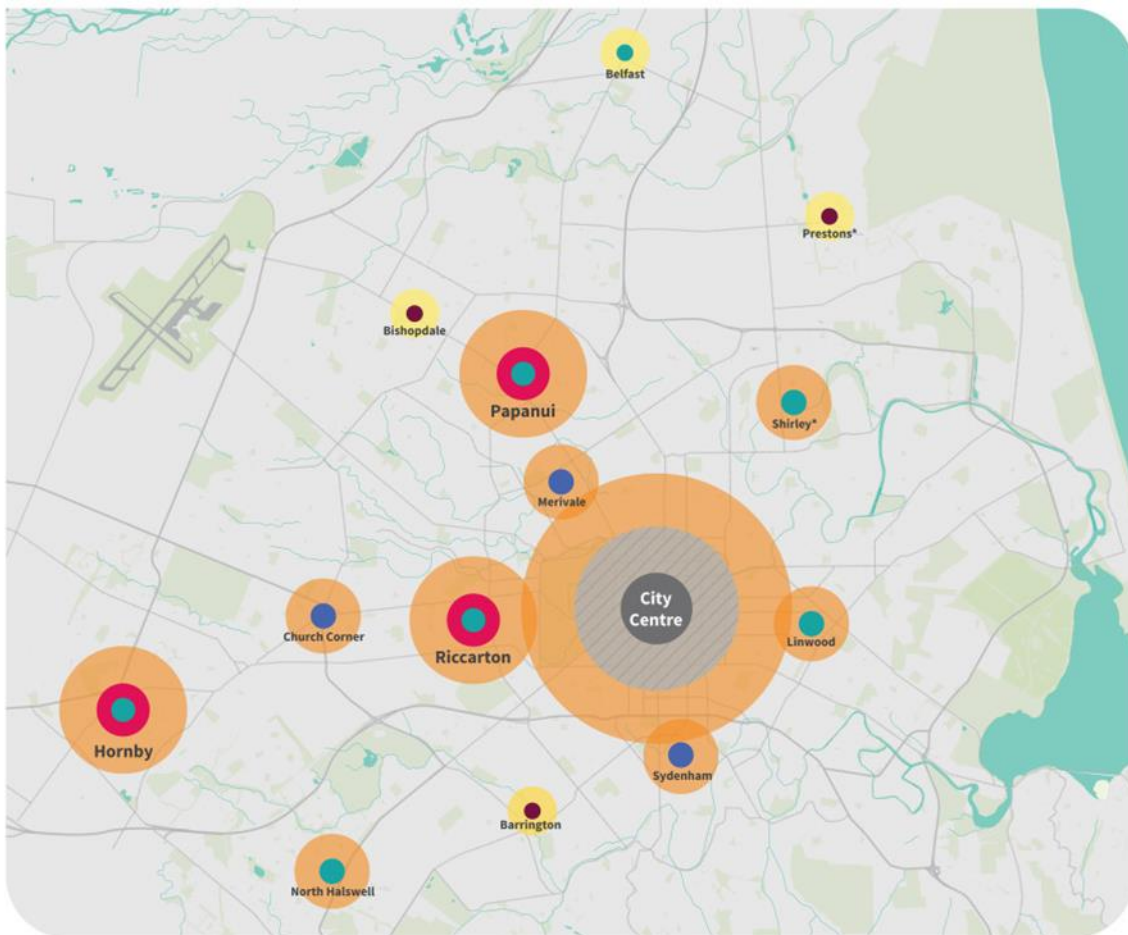


The Council has deemed that not all areas of Ōtautahi-Christchurch are suitable for intensive development and has subsequently proposed modifications to the rules in order to maintain and protect the qualities of these areas, and to ensure a well-functioning urban environment more generally. These qualities are referred to as Qualifying Matters and those already included in the District Plan will be kept. These include outstanding landscapes, sites of ecological and cultural significance, heritage, significant utility and infrastructure overlays, and areas at risk from natural hazards. Further to these, the Council is proposing the following Qualifying Matters:

- Matters of national importance
- Public Open Space Areas
- Residential Character Areas
- Electricity Transmission Corridors
- Airport Noise Contours
- Electricity Distribution Corridors
- Lyttelton Port Influence Overlay
- NZ Rail Network Interface Sites
- Radio Communication Pathways for the Justice and Emergency Services Precinct
- Vacuum Sewer Wastewater Constraint Areas
- Sunlight Access
- Low Public Transport Accessibility
- Industrial Interface
- Riccarton Bush Interface
- Tsunami Management Area
- Ōtākaro Avon River Corridor
- Fitzgerald Avenue Geotechnical Constraint
- Outline Development Plan Features
- Key Transport Corridors – City Spine

The Public Transport Accessibility Restriction acknowledges the limited capacity of public transport systems in certain parts of the city to accommodate increased growth. This Qualifying Matter limits medium-density development to areas that are near high-frequency bus routes and commercial centres in order to both minimise pressure on infrastructure and reduce dependency on cars. The Council is also proposing high-risk natural hazards as Qualifying Matters, which includes restricting development in areas at risk of coastal inundation, coastal erosion and tsunami. Residential Heritage Areas (areas that have buildings and features that are collectively significant to the city's heritage and identity), including 44 buildings or items and 26 building interiors, and Residential Character Areas (character neighbourhoods that are distinctive from their wider surroundings) are also proposed Qualifying Matters. A review of the Schedule of Significant Trees may be completed as part of PC14, and the Council is proposing to update tree setbacks to protect individual trees and incentivise tree planting. Developers may need to pay Financial Contributions to mitigate the negative effects of development on the city's tree canopy as part of the Financial Contributions Qualifying Matter. Sunlight Access is also being proposed as a (city-wide) Qualifying Matter in order to reflect the city's specific latitude and climate and to ensure sunlight access at all levels of a building.

Figure 1: Proposed zones of development in PC14 (Christchurch City Council, 2023)



**Key**

- **City Centre Zone:**  
90 metres; 45 metres around Cathedral Square and Victoria St, and 28 metres around the Arts Centre and New Regent St
- ▨ **High Density Zone:**  
32 metres enabled (10 storeys, depending on building design)
- **High Density Area (Residential and Commercial):**  
20 metres enabled (six storeys, depending on building design)
- **Larger Town Centre:**  
22 metres enabled (six storeys, depending on building design) – applies to Riccarton, Hornby and Papanui
- **Town Centre:**  
20 metres enabled (six storeys, depending on building design)
- **Local Centre:**  
14 metres (four storeys, depending on building design)

- **Larger Local Centre (Significant):**  
20 metres enabled (six storeys, depending on building design)
- **Medium Density Zone Precinct:**  
14 metres enabled (four storeys, depending on building design)

**Note:**

Central City Mixed Use Zone: 32 metres enabled  
 Rest of the city – Medium Density Zone– enables at least 12 metres (unless Qualifying Matters apply).

\*For areas outside of the vacuum sewer wastewater constraints only.

### 3 Objectives, scope and structure

The primary objective of this report is to review relevant New Zealand and international research that identifies real and anticipated social effects of housing intensification. The report also considers how these effects might play out in Ōtautahi-Christchurch through the intensification strategies of PC14. It draws on *Life in Christchurch* survey results, which offer insight into resident perceptions of various aspects of life in Christchurch. The most recent *Life in Christchurch* survey explored resident perceptions of issues related to housing and neighbourhoods. Relevant social effects identified by the literature are organised into the following broader categories of social indicators:

1. Urban form – types, density and cost of housing, infrastructure and services and the functionality of urban form in relation to economic and social life. This includes issues of access and connectivity to goods and services, and transport.
2. Social equity – the distribution of positive/negative effects, for different types of households and social groups, including vulnerable groups such as low-income people.
3. Health and wellbeing – emotional and social wellbeing effects, including effects on social connection, conflict and cohesion.
4. Environmental aspects – consequences of changes in the physical and natural environment for people and communities, specifically as they relate to sunlight, privacy and the tree canopy.

The remaining parts of this report are structured into the following three sections:

- Section 4 outlines in further detail the context of PC14, including the key planning considerations that underpin it and the context in which it will operate.
- Section 5 reviews New Zealand and international research on the social effects of housing intensification and considers their relevance to the intensification strategies of PC14.
- Section 6 provides an overall conclusion to the report.

### 4 Context

This section outlines Ōtautahi-Christchurch's changing housing market and community profile. The contextual factors outlined in this section will greatly influence the nature and scale of change that is realised within the community and will subsequently see the impacts of housing intensification vary across the city, from neighbourhood to neighbourhood, and from household to household.

#### 4.1 Key planning considerations

The NPS-UD is the most prescriptive housing intensification policy that Aotearoa New Zealand has seen thus far and is central to PC14. This is due to its statutory requirements for Councils to remove overly restrictive planning rules and allow for higher-density housing to be built through the introduction of MDRS, thereby significantly impacting on the extent and nature of residential development across the country's urban areas. Critically, the NPS-UD recognises the national significance of well-functioning urban environments for people and communities to ensure their social, economic and cultural wellbeing, and their health and safety, both now and into the future (Ministry for the Environment, 2023). Its main objectives are to enable Councils to provide

sufficient development capacity; plan well for growth in the short to long term, particularly in areas that have good access to public transport, and existing services and infrastructure; ensure rules do not unnecessarily constrain growth; and ensure that urban development occurs in a way that takes into account te Tiriti o Waitangi. Councils must respond – as is legally required by the NPS-UD and the HSAA – through IPIs that incorporate MDRS into every residential zone in their district plans. Policy 3 of the NPS-UD in particular specifies the parameters for the level of density and height of buildings to be enabled in specific spatial locations.

The impact of PC14 must be to enable more residential capacity throughout Christchurch City in a way that gives effect to Policy 3 of the NPS-UD whilst ensuring a well-functioning urban environment. PC14 will do this by:

- Enabling, in city centre zones, building heights and density of urban form that realise as much development capacity as possible, to maximise benefits of intensification
- Enabling building heights of at least six storeys within walkable catchments of the edge of the city centre zone
- Enabling, within and adjacent to neighbourhood centre zones, local centre zones, and town centre zones (or equivalent), building heights and density of urban form commensurate with the level of commercial activities and community needs
- Modifying those enabled building heights and requirements as needed to accommodate Qualifying Matters
- In response to the directed intensification, proposing as a new strategic objective for the city a Financial Contribution related to tree cover canopy in the urban environment.

Established in 2022 in response to the NPS-UD, the Urban Growth Partnership for Greater Christchurch, the Whakawhanake Kāinga Komiti, developed the Greater Christchurch Spatial Plan (GCSP). Greater Christchurch includes the three territorial authorities (TAs) of Christchurch City, Waimakariri District, and Selwyn District. The purpose of the GCSP is three-fold (Greater Christchurch Partnership, 2019; Greater Christchurch Partnership, 2023):

- To set a desired urban form for the projected population of 700,000 by 2050 and one million within the next 60 years
- To coordinate and align the aspirations of central government, local government and mana whenua
- To satisfy the requirements of the NPS-UD for the Greater Christchurch Councils to jointly prepare a future development strategy that demonstrates that Greater Christchurch will have sufficient and feasible development capacity over the medium (3-10 years) and long term (10-30 years).

The key objectives of the GCSP relate to affordable housing, emissions reduction, and the creation of liveable and resilient urban areas. Critically, the draft GCSP provides a blueprint for how population and business growth will be accommodated in the sub-region through targeted intensification in centres and along public transport corridors. The GCSP is based on a scenario in which Greater Christchurch has a population of one million. Christchurch City has a June 2022 population estimate of 389,300, and an expected population based on medium-growth projections

of around 448,000 in the next 30 years. As evidenced by the 2021 Greater Christchurch Housing Capacity Assessment, even without MDRS and the NPS-UD, the GCSP addresses long-term housing and business demand in Greater Christchurch. This is largely due to the earthquake response, which saw the Land Use Recovery Plan provide for an anticipated 40,000 new households in both greenfield and intensification areas (Canterbury Earthquake Recovery Authority, 2013). This is discussed further in the following section.

## 4.2 Housing supply and demand

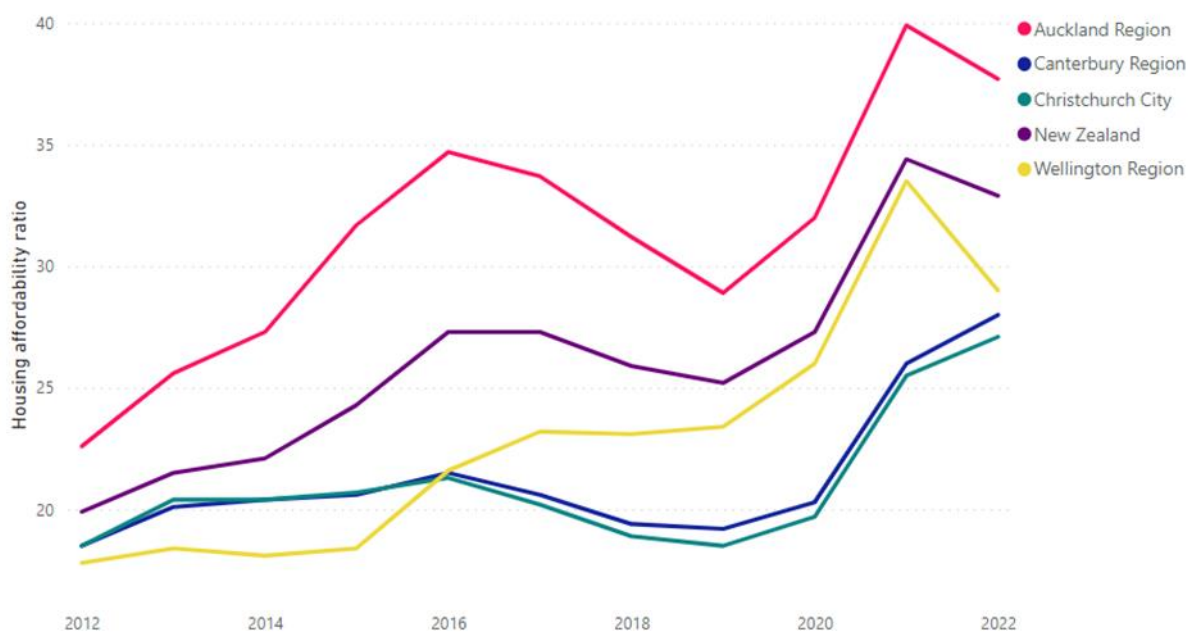
The 2021 Greater Christchurch Housing Capacity Assessment concluded that over the long term (the next 30 years) the sub-region will have sufficient housing capacity and a significant surplus of over 83,700 commercially feasible households. This assessment was based on the current level of enablement provided for under the Operative District Plan. However, there are concerns that while there may be a sufficient housing supply, Urban Christchurch will require a ‘very different’ stock typology and more affordable housing if it is to meet the changing demands of its ageing population and be responsive to a continued decrease in owner-occupation (which is projected to drop below 60% in 2051) (Greater Christchurch Partnership, 2021; Mitchell, Saville-Smith, & James, 2021). As Gjerde and Kiddle (2022) note, the prevailing housing typology in New Zealand is the standalone dwelling, synonymous with the ‘kiwi quarter-acre dream’; and the aging demographic of Christchurch is driving this current (owner-occupier) demand (Greater Christchurch Partnership, 2021). *Life in Christchurch Housing and Neighbourhoods* survey results support this assessment, showing couples with children who no longer live at home and families with mainly independent children to be significantly more likely than other household types to live in a standalone detached two- or three-storey home (Christchurch City Council, 2023).

However, the structural ageing of the city’s population will bring changes in both household composition and tenure (Mitchell, Saville-Smith, & James, 2021). There will be more older households, and the average household size is set to decrease from 2.54 in 2021 to 2.45 in 2051 (Greater Christchurch Partnership, 2021); couple-only and one-person households will make up around 82% of the city’s projected total growth between 2018 and 2038 (Mitchell, Saville-Smith, & James, 2021). Senior and low- to modest-income households will be driven into the rental market, driving up demand for smaller and multi-unit homes (Mitchell, Saville-Smith, & James, 2021). It is important to note that senior and single-income households are the most likely to experience housing affordability stress (Mitchell, Saville-Smith, & James, 2021). Research shows that diversity in tenure, housing typology and price points will be critical in addressing unmet housing need and mitigating affordability stress in Urban Christchurch (Mitchell, Saville-Smith, & James, 2021).

As can be seen in the figure below, Ōtautahi-Christchurch has long been considered one of Aotearoa New Zealand’s most affordable cities, in terms of both buying and renting (ChristchurchNZ, 2021). However, according to a recent CoreLogic (2023, p. 13) report, “this no longer applies to the same extent”, with Wellington now having overtaken Christchurch as the country’s most affordable main centre. The average number of years required to save a deposit for a home in Christchurch is now 8.8., which, while lower than the national average of 10.4 years, is now higher than the Wellington figure of 8.6 years. However, this is likely due to salaries in Wellington increasing at a rate greater than in Christchurch since 2017 (29% compared to 16% respectively) (CoreLogic, 2023). Rental affordability in Christchurch has also continued to

deteriorate while there have been small improvements or stability elsewhere, with the rent to income ratio at 20.5% for Q4 2022, up from 19% for Q4 2017. Citing Trade Me listing data, a recent article in The Press reports that demand for rental properties has increased in Christchurch by about 25%, while supply has decreased by 2% (McDonald, 2023). Ōtautahi now has a persistent problem of housing affordability stress among renting households (Mitchell, Saville-Smith, & James, 2021). *Life in Christchurch Housing and Neighbourhoods* survey respondents acknowledge this; only a quarter (25%) agree that there are affordable housing options across their city, while over half (51%) do not agree. Some respondents express concerns that new builds have done little to make the city’s housing more affordable, and many express frustration that medium and high-density housing is built and/or bought for the purpose of being an AirBnB, which serves to ‘perpetuate’ the lack of affordable housing options in the city (Christchurch City Council, 2023). Research on cities overseas supports this. In the central City of Toronto, the platform has increased land value, spurring gentrification and displacing renter communities (Grisdale, 2021). The potential role of intensification in the processes of gentrification and displacement is discussed further in Section 5.2.

Figure 2: Christchurch City housing affordability, 2012-2022



Data source: Infometrics

NB: Housing affordability ratio is calculated using average house value and average annual earnings (quarterly measure)

There is a current and projected increase in demand for social housing across Aotearoa New Zealand (Greater Christchurch Partnership, 2021). Key drivers behind this increase include falling home ownership; less secure employment and restricted access to welfare; rising house prices and rents that have outpaced increases in household incomes. Such drivers have had the most impact on lower-income households. Between March 2015 and March 2021, Christchurch City saw a 379% growth in the number of households in the Public Housing Register. While large, this was a smaller increase than Selwyn (500%) and Waimakariri (450%), likely due to their increased population growth. However, while the level of social housing need is expected to increase across all three

districts, this increase will be significantly greater in Christchurch City. According to the Housing Capacity Assessment, this is a reflection of high numbers of low-income and social renters living in the city – and the number projected to continue to live in the city – compared to the other districts (Greater Christchurch Partnership, 2021). As of 2018, Christchurch City also had the highest level of crowding of all the Greater Christchurch districts, with 9% of renter households crowded (Mitchell, Saville-Smith, & James, 2021). In their 2021 report, Mitchell, Saville-Smith and James (2021) conclude that Urban Christchurch has over 20,000 renter households whose housing needs are not being met (through the provision of Kāinga Ora, local authorities, community housing providers or other non-market housing providers). Importantly, the typology demand for social housing is similar to that of the rest of the projected population, with most households on the Public Housing Register requiring small, one- or two-bedroom homes.

Despite predictions of changing typology demand, there are concerns that the housing market will be slow to respond. This is discussed by Gjerde and Kiddle (2022) in their paper *Preferences for medium density housing in New Zealand*. The researchers note that New Zealand’s housing supply is at the mercy of small-scale, private developers. Because building houses is a business activity for these developers, houses are built at a low enough cost and sold at a high enough price to ensure sufficient profits are made (Bentley, 1999). In this context, incentive to introduce alternative housing typologies into the market is lacking because, to avoid risk, developers build houses that have already proven successful. This sees housing produced according to models popularised in the twentieth century and developed for a population that was considerably less diverse than the population today (CityScope Consultants, 2011; Buckenberger, 2012). While demand for these conventional housing types (i.e., standalone, detached) remains high, Gjerde and Kiddle (2022) posit that this is influenced at least in part by the fact that there are few other options available in the market to meet a diversity of needs. This is supported by *Life in Christchurch Housing and Neighbourhoods* survey results, with many respondents expressing satisfaction with the status quo while others wish to see alternative typologies become available, such as cohousing developments, community housing, and tiny homes.

Ōtautahi-Christchurch has recently been experiencing high growth rates of new residential building consents. In August 2021, the number of building consents compared to one year previously grew 67% compared to the national increase of 42% (ChristchurchNZ, 2021). Since 2016, there has been significant housing gain in Christchurch City despite the number of building consents issued staying relatively constant. This is due to a strong uptake of redevelopment capacity in zones that currently enable intensification (Greater Christchurch Partnership, 2021). There have been higher rates of building consent applications for higher-density housing from 2017 onwards (see Figure 3). Multi-unit dwellings made up just 39% of all residential building consents issued in 2016 in Christchurch City (a total of 815 homes); in 2022, 69% of the residential housing gain consisted of multi-unit rather standalone dwellings (a total of 2,846 homes), the highest proportion in Christchurch City thus far (Christchurch City Council, 2023). This uptake has been particularly strong in ongoing infill areas of the Avon Loop, Sydenham and Barrington North (see Figure 4) due to good access to the Central City and the availability of property for development due to an aging housing stock and earthquake damage. These areas were also zoned for infill in the previous District Plan. Despite this increase in intensification, the greenfield developments of Hendersons Basin, Belfast and Sawyers Arms saw the highest housing gains in

2022, as shown in Figure 5 below. To explore these trends further, visit [ccc.govt.nz/culture-and-community/statistics-and-facts/built-environment-reporting/](http://ccc.govt.nz/culture-and-community/statistics-and-facts/built-environment-reporting/)

Figure 3: Christchurch City residential building consents by typology, 2016-2023

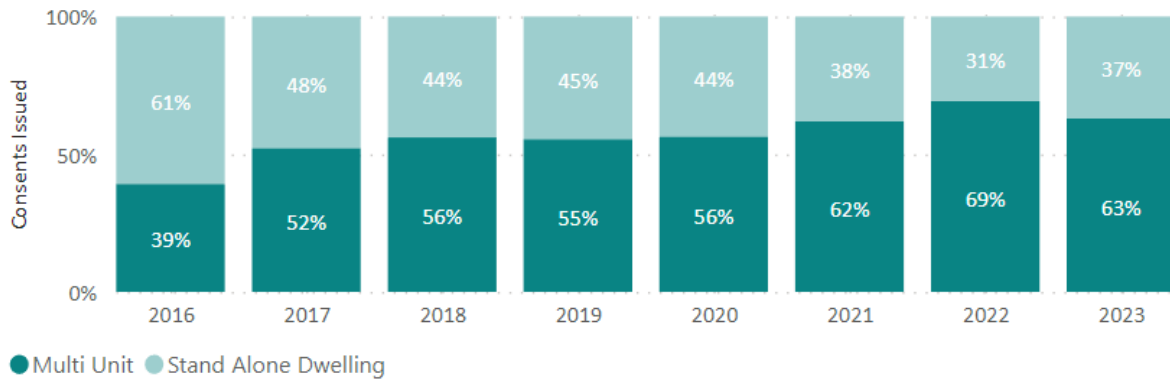


Figure 4: Christchurch City areas with the highest number of multi-unit residential building consents, 2020-2022

Area Unit	Consents Issued	Housing Gain
Avon Loop	43	470
Sydenham	58	329
Barrington North	47	249
St Albans East	55	242
Spreydon	44	222
Edgware	55	218
Linwood	36	208
Ensors	35	151
Phillipstown	34	142
<b>Total</b>	<b>437</b>	<b>2,357</b>



Figure 5: Christchurch City areas with the highest total housing gains, 2022

Area Unit	Consents Issued	Housing Gain ▼
Hendersons Basin	291	329
Belfast	86	163
Sawyers Arms	68	130
Halswell West	101	128
Oaklands East	84	85
Highfield Park	76	80
Yaldhurst	58	58
Travis Wetland	55	55
Cashmere West	44	43
<b>Total</b>	<b>901</b>	<b>1,110</b>

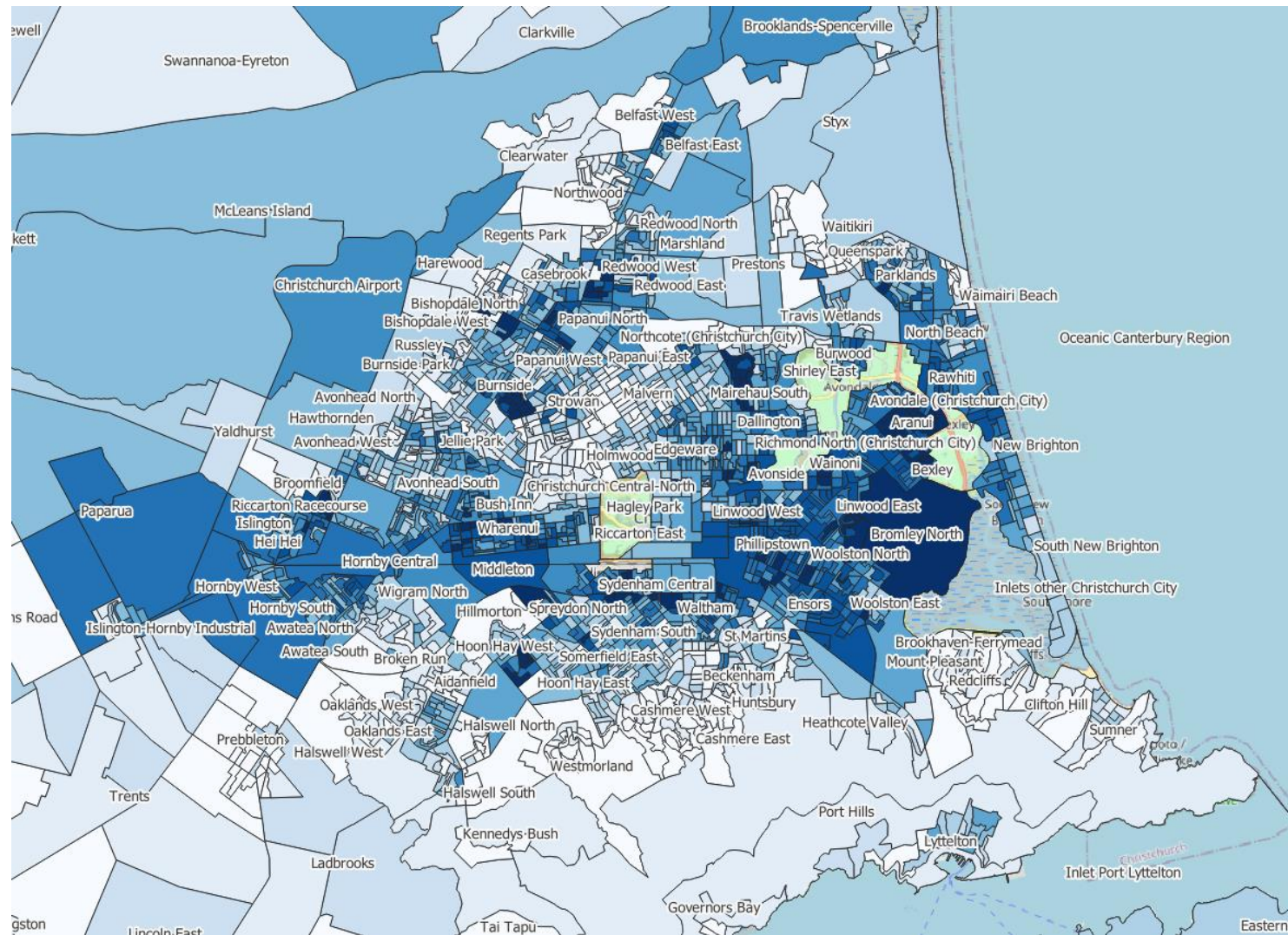
### 4.3 Spatial contexts

There are several factors that could see PC14 have uneven social effects across the city, including socioeconomic deprivation levels and the extent of public service and infrastructure availability.

As is the case with most cities, socioeconomic disparities exist across Ōtautahi-Christchurch. The NZ Deprivation Index (NZDep2018) is a measure of socioeconomic deprivation that combines nine variables from the 2018 census which reflect eight dimensions of deprivation. These dimensions are internet access, income (receiving a benefit), income (below a threshold), employment, qualifications, home ownership, support, living space and living condition. The Eastern and Southwestern parts of Christchurch City are home to some of the city's the most deprived communities, which include Shirley, Richmond, Aranui, Bromley, Woolston, New Brighton, Linwood and Phillipstown in the East and Hornby in the industrial Southwest. Towards the Port Hills and in the Northwest of the city, there are suburbs with the least deprived communities, including Fendalton and Merivale in the Northwest.

In their report, Mitchell, Saville-Smith and James (2021) note that housing affordability stress for renting households in Ōtautahi is a problem across the city, irrespective of sub-area. However, severe housing affordability stress with rent outgoings more than 50% of their income is more common in households on the Southeast side of the city. However, areas in the Northeast, Northwest and Southwest have high proportions of modest-income households who are spending more than 30% of their total income on rent.

Figure 6: Christchurch City NZDep2018 by SA1



Data source: University of Otago

NB: Breakdowns are at the SA1 level and labels are at the SA2 level

As will be addressed in Section 5.2, the city-wide application of MDRS through PC14, by sidestepping targeted development and investment, could have implications for social equity in Ōtautahi-Christchurch. Currently, only a quarter (25%) of *Life in Christchurch Housing and Neighbourhoods* survey respondents agree that there are affordable housing options available in a range of locations across the city. Some see ‘affordable’ housing to come at a cost, namely: safety and reputation of the neighbourhood, vulnerability to climate change/natural hazards, proximity to industrial areas, school zones/quality of education, noise levels and green space. Residents have also expressed frustration at perceived disparities in infrastructure maintenance and provision between communities in the East and Northwest of the city. Across *Life in Christchurch* surveys, respondents living on the East side express desire for the Council and businesses to invest in their neighbourhoods to the same degree as they do for the rest of Christchurch. Respondents living in the East side of the city are considerably more likely than those living elsewhere in the city to find walking, cycling and using public transport difficult for reasons related to the condition and maintenance of infrastructure.

The following table displays social infrastructure counts for each ward in Christchurch City and shows that there are differences across wards in service and infrastructure counts. For instance, the number of schools ranges from six in each of Burwood, Hornby, Innes and Waimairi, to 17 in Fendalton. The Central ward has the highest total count of social infrastructure (360), while Innes (148) and Papanui (178) have the lowest total counts of infrastructure.

Figure 7: Christchurch City access to social infrastructure by ward

Ward	BusNetwork	Education	Employment	Health	Library	OpenSpaces	RecAndSport	ShoppingCentre	Supermarket	Grand Total
Banks Peninsula	19	7	5	3	4	172	2		3	215
Burwood	87	6	5	3	2	93	5	1	3	205
Cashmere	119	9	1	5	1	93	5		2	235
Central	143	12	82	14	1	72	28	3	5	360
Coastal	170	9	7	6	2	95	9	1	2	301
Fendalton	125	17		8	1	22	6	3	3	185
Halswell	75	8	23	3		173	11	1	2	296
Harewood	107	9	37	5	1	101	6	3	4	273
Heathcote	192	12	88	7		120	16	3	2	440
Hornby	107	6	62	5	1	129	6	3	2	321
Innes	104	6	1	8		24	3	1	1	148
Linwood	96	8	34	2	1	47	2	2	2	194
Papanui	99	10	9	7	2	37	11	1	2	178
Riccarton	114	9	13	8	1	26	12	5	2	190
Spreydon	125	10	20	7	1	38	7	1	1	210
Waimairi	116	6	6	5		42	5	1	2	183

Shirley, Aranui and Prestons are exempt from increased housing density due to infrastructure constraints that mean these areas cannot accommodate MDRS levels of development. Vacuum sewer pipes in Shirley and Aranui have reached capacity and so the Council is only able to accept like-for-like development in these areas, and development in Prestons must align with Prestons Sewer Master Plan. The Council is also proposing to limit the extent of MDRS in outer suburbs that do not have good access to public transport, such as Parklands, South Halswell, Casebrook, Lyttelton and most of the Port Hills. Christchurch City areas within the scope of MDRS include all other urban residential zones, commercial centres and their surrounds. Areas outside the scope of MDRS include anything outside of the urban environment and new greenfield areas (including rural zones).

## 5 Review of social effects

### 5.1 Urban form

Urban form refers to how communities are designed and structured, the type and location of development, and how areas are connected (Waka Kotahi, 2023). For residential activity, urban form relates to the location, layout, and density of housing in relation to topographical features. A more dispersed urban form is often characterised by low-density housing, single-use zoning, reliance on private vehicles for transport, and the use of productive land (Brody, 2013). Dispersed development patterns see larger distances between residences, jobs and other frequent daily trip destinations. Because low-density areas in general are not well-served by public transport, these distances are more likely to be travelled by private vehicle. This results in more vehicle kilometres travelled (VKT), and subsequently increased air pollution and greenhouse gas emissions. Reliance on private vehicles can also encourage the development of ‘homogenous’ neighbourhoods that lack a mixture of land uses (Song & Knaap, 2004). Despite the consequences of this more dispersed development pattern, calls for planning authorities to free up land on urban peripheries for residential development to address New Zealand’s housing affordability crisis have been persistent (The Commerce Committee, 2008; The New Zealand Productivity Commission). Subsequently, if Aotearoa New Zealand’s cities continue to disperse, the country will struggle to meet its target under the Zero Carbon Act to be carbon neutral by 2050 (Welch, 2023).

#### 5.1.1 Accessibility and connectivity

While once focused around a strong central city, during the 20th century the urban area of Ōtautahi-Christchurch expanded outwards, in an expansion that was largely enabled by the change in the dominant mode of transport from foot, bicycle and tram to the private car (Greater Christchurch Partnership, 2021). This, along with the availability of flat land that is easy to subdivide, has resulted in Christchurch having a significantly lower population density than other New Zealand cities. The 2018 census found the TAs with the highest population densities to be Hamilton City (1457.9 people/km<sup>2</sup>), Tauranga City (1011.8 people/km<sup>2</sup>), Wellington City (699.6 people/km<sup>2</sup>), Napier City (593.3 people/km<sup>2</sup>), Porirua City (323.5 people/km<sup>2</sup>) and Auckland City (318.1 people/km<sup>2</sup>). Despite Christchurch being the second largest city in New Zealand and the most densely populated TA in the South Island, its density is still considerably lower than its North Island counterparts at 241 people/km<sup>2</sup> (ehinz, n.d.). However, despite its low density, most housing settlement areas in Christchurch are highly accessible to services. Almost all *Life in Christchurch Housing and Neighbourhoods* survey respondents indicated that they are able to access a park or other open space within 15 minutes by walking (95%) or biking (96%); at least three in five respondents indicated that a supermarket is within a 15-minute walk or bike from them; and over two thirds of respondents are able to access their children’s or their own place of education within a 15-minute bike ride (Christchurch City Council, 2023). The Council’s Walking Network App data supports these perceptions of accessibility (See Figure 8).

Figure 8: Residential street addresses in Christchurch City within 1km walking distance of services

Service	Number of Residential Street Addresses	Proportion Street Addresses with access
Employment	68,299	42%
Health	105,725	65%
Open Space	160,620	99%
Supermarket	56,698	35%
Education	122,756	75%
Total Street Addresses	163,007	100%

Perhaps due in part to the dispersed development pattern of its urban area, as of 2019, the Canterbury region has the second highest light vehicle ownership rate in the country (after Nelson-Marlborough), with 939 light vehicles per 1,000 people (ehinz, 2021). In contrast, a more compact urban form can make public and active transport more viable and works to limit reliance on cars, simultaneously reducing associated financial and environmental costs. Wellington, for example, as the third most dense city in New Zealand, has the lowest rate of car ownership (681 light vehicles per 1,000 people). Furthermore, a New Zealand study found 58% of householders living in low-density, single-use neighbourhoods travelled by car to their place of work or education compared to just a third of those living in high-density, mixed-use neighbourhoods (Saville-Smith, 2017). Comments about public transport from *Life in Christchurch Housing and Neighbourhoods* survey respondents are largely negative, particularly with regards to cost, reliability, and frequency. Many report that while they are open to catching the bus, the city’s public transport system is hard to use which means their private vehicle remains the most convenient mode of transport. PC14 may enable better access to employment in Ōtautahi’s key centres if intensification occurs around them, which can also create agglomeration benefits where businesses are attracted to busy nodes. Not only does this have positive implications for accessibility, but research has shown ‘job density’ to significantly increase a city’s economic productivity (Salat, Bourdic, & Kamiya, 2017). On the other hand, if development happens sporadically throughout Ōtautahi, agglomeration benefits will not accrue in all centres and there is a risk that public and active transport modes are not well used and private vehicles remain the preferred mode of transport.

The Retirement Commissioner’s three-yearly retirement income policy review warns of a 100% increase in people aged 65 who are unable to own their own home and are subsequently unable to access aged care by 2048 (Bevin, 2022). This highlights the importance of ensuring affordable and easy access to medical centres, shops, libraries, entertainment venues and recreational places for the city’s ageing population, whose daily lives are more likely to take place within neighbourhoods compared to other age groups (Stephens, Birchall, & Thompson, 2021). Research conducted by Age Concern Canterbury identified the region’s gaps in services and activities that help mitigate social isolation in older people, namely availability of local, neighbourhood-level social activities, and transport that enables access to such activities. Day programmes that were offered by rest homes but closed due to the earthquakes (i.e., Kate Sheppard, Parkwood, Merivale) have not been reinstated elsewhere, and demand for daytime social activities for older people in Canterbury has significantly increased and is not being met (Wylie, n.d.). In their report to the Commission for Financial Capability, the Health and Ageing Research Team at Massey University argue that the

social factors and accessibility of neighbourhoods are not currently well-planned for (Stephens, Birchall, & Thompson, 2021). The researchers note that there is potential for a more compact urban form to enhance these aspects of urban living for older people, but argue that a stronger regulatory planning impetus is needed to ensure they will be able to access day-to-day needs.

### 5.1.2 Infrastructure and service provision

A more dispersed urban form significantly increases per-user costs of providing public services (OECD, 2018). Central and local government invest vast amounts of public money on public infrastructure in urban areas, which includes investment in transport networks, water supply and wastewater reticulation, recreational areas, stadiums, schools, hospitals and universities (Yeoman, 2022). However, for large-scale public infrastructure, the costs of servicing additional people decline with scale, meaning that meeting the costs of meeting needs of the existing and future community decreases as growth is accommodated in the urban area (Yeoman, 2022). A more compact urban form could therefore reduce per-user costs of infrastructure and service provision, potentially resulting in higher quality services and increased capacity for investment in public spaces (OECD, 2018). However, this relies on planning tools that encourage growth into areas around centres that have good transport links and public infrastructure capacity (Yeoman, 2022).

MDRS are to be applied by PC14 across the city, irrespective of access to transport corridors and infrastructure capacity. Rather than local planning authorities, it will be the market that dictates where growth in Ōtautahi-Christchurch will occur (Yeoman, 2022). The government's assessment of the economic impact of MDRS found that MDRS could result in a 100% increase in development activity within an urban area, but that this will be located in residential zones outside of walkable catchments of public transport and main centres (PwC, 2022). This dissipated development pattern will be difficult to plan for and costly to serve with infrastructure (Yeoman, 2022), which could result in lower public transport usage and greater financial costs to fund more infrastructure to service this dispersed growth. A UK-based study found that the deregulation of planning control 'on the ground', while successful in increasing housing supply, eclipsed the need for housing to be in sustainable locations (Ferm, Clifford, Canelas, & Livingstone, 2021). The researchers conclude that this deregulation negatively impacted the ability of the public sector to deliver adequate infrastructure to support the housing growth achieved, which further exacerbated the 'very real' budgetary challenges faced in the context of continued austerity. This is an important consideration in the context of the significant funding pressure currently being experienced by local government in Aotearoa, whose current funding and financing approach (i.e., rates) has been deemed unsustainable in the face of complex wellbeing challenges and community expectations (The Review Panel, 2023).

*Life in Christchurch Housing and Neighbourhood* survey respondents express concern around the need for Council and housing developers to strike a balance between access and amenity, and housing supply. That is, many respondents acknowledge the need for increased housing supply, but stress that this needs to be done with accessibility (both in terms of public and active transport) and amenity in mind. Survey comments that mention 'new neighbourhoods' are largely negative, with respondents noting that they are 'car-centric', lack amenities and community spaces, and do little to contribute to the vibrancy of Christchurch. Indeed, many respondents living in 'new neighbourhoods' express frustration that they are poorly serviced by public transport, and

lack shops, cafes, playgrounds and green spaces. One participant commented that their new neighbourhood “is a pretty barren area for human activities” compared to their previous neighbourhood (Christchurch City Council, 2023). Frequently mentioned ‘new neighbourhoods’ with access and amenity problems are greenfield developments on the urban fringe of Christchurch City, such as Halswell and Wigram. In contrast, a more compact urban form could see people having better access and amenity. Acknowledging the importance of access to public transport and infrastructure capacity in ensuring liveability and achieving a well-functioning urban environment, Christchurch City Council is proposing the Low Public Transport Accessibility and Qualifying Matter. As detailed in the Introduction, this Qualifying Matter would direct housing intensification to areas of the city in which there is sufficient transport and infrastructure capacity and away from outer suburbs such as Parklands, south Halswell, Casebrook, Lyttelton and most of the Port Hills.

### 5.1.3 Congestion

Concerns around the impact of housing intensification on access and connectivity are common amongst *Life in Christchurch Housing and Neighbourhoods* survey respondents, with respondents pointing to the need for adequate investment in infrastructure to mitigate real and anticipated effects of increased traffic congestion. The NPS-UD requires TAs to remove minimum requirements for car parking from their district plans, which will enable developments to be built without any off-street car parks. This is to enable more development, “particularly in higher-density areas where people do not necessarily need to own or use a car to access jobs, services, or amenities” (Ministry for the Environment, 2020, p. 1), leaving the availability of parking to be decided by market demand. A lack of off-street parking in higher-density neighbourhoods is a cause of concern for *Life in Christchurch Housing and Neighbourhoods* respondents, however, with one noting that “[lack of] parking is becoming a neighbourhood problem not a development solution”. Respondents observe that ‘intense’ residential parking on the street has caused roads to be ‘clogged’ and difficult to navigate on foot, by bike and by car. An Auckland study exploring the perceptions of residents living near a medium-density housing development compared perceptions pre- and post-occupation, and found that, while the majority of fears were not realised, inadequate parking remained a concern and saw developments with internal access to parking being praised (Opit, Carroll, & Witten, 2020). In addition, *Life in Christchurch* survey respondents often point out that car-based travel will remain important for some segments of the community; for example, parents who require a car to take their children to after-school activities and people with disabilities who are unable to use active transport. This research highlights that while a more compact urban form has the potential to reduce car dependence, there is a need to ensure residents of higher-density areas have alternative ways of travelling to jobs, services and amenities to maintain liveability.

## 5.2 Social equity

Central government has posed increasing housing supply through intensification as a strategy to increase affordability, but research warns that accelerating market-based housing supply has the potential to reproduce the status quo (Wetzstein, 2022). This is because there is a risk that the market will not provide for low- and modest-income households (Mitchell, Saville-Smith, & James, 2021); medium-density housing of the kind currently being provided by the market is preferred by

those who desire a low-maintenance home that allows them to engage in other interests (Ancell & Thompson-Fawcett, 2008; Cheshire, Fitzgerald, & Liu, 2018). Christchurch-based research has found that private developers construct dwellings with a narrow set of needs in mind (i.e., those of retirees or young professionals) and do not provide for other demands that exist in the market (Ancell & Thompson-Fawcett, 2008; Schmidt, 2021). Most existing dwellings and new builds in Ōtautahi are not suitable for ageing in place and/or for people with mobility or sensory limitations (Mitchell, Saville-Smith, & James, 2021). The current housing stock is also inappropriate for households wishing to live intergenerationally, as Mitchell, Saville-Smith and James (2021) note a supply-side ‘preoccupation’ with three-bedroom homes in suburban areas, which they see as contributing to an under-utilisation of housing stock. This ‘preoccupation’ has meant that households wishing to downsize are unable, because alternatives are not available, and the price of smaller homes are not affordable for low- and modest-income households. Mitchell, Saville-Smith and James (2021) conclude that unmet housing need in Ōtautahi cannot be met by building new homes without concern for affordable price points or whether they can cater to people of all ages and life stages.

Another issue of social equity to consider is that market-based housing supply policies can result in processes of gentrification and displacement. In the absence of targeted development and intensification by local authorities, the market could direct intensification towards sites that currently house lower-income groups (Naismith & Murphy, 2023; Trambley, 2020; Soederberg, 2021). Research has explored gentrification and densification as connected processes that occur when large-scale property developers build higher-density housing for the professional middle-class (Cheshire, Fitzgerald, & Liu, 2018). This research has linked intensification policies to gentrification in Sydney, Australia (Bounds & Morris, 2006) and Oslo, Canada (Cavicchia, 2022). It has been argued that the desire for economic growth, increases in population, and efforts to contain the dispersed urban form has resulted in gentrification of Auckland’s inner city areas through the construction of multi-unit dwellings targeted at a “trendy, upwardly mobile, youthful and cosmopolitan population” (Murphy, 2008, p. 2530). This comes at the expense of existing residents who are forced to relocate elsewhere, potentially impacting on their ability to access housing, education and employment. Research also suggests that gentrification could have negative effects on social cohesion in the context of densification, with a lack of interactions observed between ‘gentrifiers’ and existing low-income residents (Butler, 2003; Watt, 2009), as well as an increase in the range of neighbourhood tensions beyond noise complaints (i.e., problematic building developments, vegetation, parking, pets) (Cheshire, Fitzgerald, & Liu, 2018). Perceptions of inequality between low-income groups and their more affluent neighbours have also been identified as a source of tension in gentrified neighbourhoods (Nieuwenhuis, et al., 2017). Processes of gentrification and displacement mean that possible adverse impacts of housing intensification will vary across the city.

The social equity implications of housing intensification has been raised as a concern by community groups in public consultation on PC14, particularly those serving Christchurch’s Inner City East (ICE) where some of the city’s most deprived communities are located. These groups see the ICE of Ōtautahi-Christchurch as an important location for affordable housing due to its accessibility to services, and good access to the central city. However, a number of submissions on PC14 expressed concerns around the potential impacts of intensification policies on ICE



communities. Te Whare Roimata, a community organisation that works with ICE and Urban Māori communities, argues that while housing intensification that is already underway in the ICE may have increased the city's supply of housing, it has limited housing choice for low-income earners who are consequently forced to either compete for available affordable housing, or leave their neighbourhood and hence their support networks (i.e., become displaced). It is in this context that the Te Whare Roimata concludes the benefits of housing intensification are not equally shared amongst the city's residents. Therefore, if developers are not incentivised to build affordable housing, the market-led planning approach underpinning PC14 may not improve the choice and affordability of housing for the city's most vulnerable residents.

## 5.3 Health and wellbeing

### 5.3.1 Emotional reactions and place-based attachments

Research demonstrates a link between the built environment and people's social, emotional and subjective wellbeing (Mouratidis, 2020; Mouratidis, 2021; Woolcock, Gleeson, & Rand, 2010; Roberts, Sadler, & Chapman, 2019). With regards to housing intensification, research has shown the process to evoke insecurity, fear, anger and sadness over lost homes or changes in place identities (Skrede & Andersen, 2022). Resistance to housing intensification is more complex than 'NIMBY-ism' (Not In My Backyard), a concept popularised by the media (Opit, Carroll, & Witten, 2020), which reduces opposition to narrow-mindedness, self-interest, and ignorance (Devine-Wright, 2009). Research suggests that local opposition is instead a form of place-protective action that residents take when housing intensification threatens emotional attachments and place-related identities (Devine-Wright, 2009). Another factor to consider is that homeownership is generally the most significant asset for households and is therefore associated with a strong defence of its value, resulting in homeowners being likely to have concerns around land-use changes (Navarrete-Hernandez, Mace, Karlsson, Holman, & Alberto Zorloni, 2021).

Fear of 'what will be built next door', and the impact this will have on their privacy, sunlight access and wealth (i.e., property values) is common amongst PC14 submitters. Some PC14 submitters also express concern around the potential of MDRS to make all areas of the city 'the same' in terms of identity, housing typologies, and loss of trees. This is a valid concern, considering research has shown homogenous housing stock to impact on the adaptability and long-term viability of neighbourhoods (Mitchell, Saville-Smith, & James, 2021). The 'vibrancy' and unique character of Ōtautahi-Christchurch under PC14 is called into question by *Life in Christchurch Housing and Neighbourhoods* survey respondents as well, with some worried about what PC14's intensification would mean for the 'Garden City' and residents' ability to grow their own vegetables. When asked which features are important when thinking about the type of neighbourhood they would like to live in, 62% of respondents selected the character of the neighbourhood. This was selected more often than other aspects of a well-functioning urban environment, including access to safe transport options (44%), access to health care and other services (41%), and availability of affordable homes (28%). The blanket application of MDRS through PC14 throughout the city, as previously discussed, will see the market dictate which areas of the city are to be intensified, therefore restricting the ability of local planning authorities to design communities in a way that protects neighbourhood adaptability and viability, as well as residents' place-related identities and attachments.

Uncertainty about proposed plan changes and intensification policies can also cause stress and social division. Community acceptance or resistance has been shown to be in part dependent on perceptions of the ‘types’ of people who might move into new housing developments (Opit, Carroll, & Witten, 2020). However, community members’ perceptions about proposals can vary over time. An Auckland study found anticipated issues did not materialise; interactions between existing and new neighbours were minimal, and problems with residents of Kāinga Ora developments were less than expected (Opit, Carroll, & Witten, 2020). Research has also found residents’ perceptions of planning approaches, specifically whether they are viewed as fair and transparent, to play a significant role in community acceptance of housing intensification (Dolan, 2018; Ruming, 2014; Davidson, Legacy, Liu, & Darcy, 2016). Working closely with affected communities will be a key factor in ensuring the acceptance and subsequent success of housing intensification in Ōtautahi-Christchurch.

### 5.3.2 Social conflict, cohesion and connection

Many *Life in Christchurch* survey respondents indicate their desire for a strong sense of community, diverse and cohesive communities, and a wide range of engaged community groups. However, community organisations have expressed concern in PC14 submissions that “pitting the have’s against the have-not’s” is already leading to a shift in power dynamics of ICE neighbourhoods that are experiencing intensification, which brings the potential for tension and conflict around different lifestyles and perspectives. This is echoed by some PC14 submitters and *Life in Christchurch* respondents, who fear MDRS will negatively impact the ability of people to live ‘healthily’ and ‘harmoniously’ next to one another if they do not share the same values and ways of living. This is supported by research that shows social connection in high-density environments to be primarily among those who consider themselves to be similar at the expense of those ‘othered’ in the process (Cheshire, Fitzgerald, & Liu, 2018). While the master-planning of communities and developments has potential to create opportunities for social connection in the form of shared spaces and communal areas (Mellen & Short, 2023), MDRS applied through PC14 could negatively impact the quality of residents’ social interactions.

Social conflict in higher-density environments does not arise wholly from density or proximity-related factors (i.e., noise, privacy issues). Research shows conflict in higher-density environments to be more likely based on tenure and typically to occur between renters and owner occupiers (Baker, 2013). Indeed, *Life in Christchurch* survey respondents often criticise the more transient renters in their neighbourhood, particularly with regards to care and maintenance of properties and their lack of participation in the community. Effects of density on social interaction can also depend on gender and employment status of residents, with men and full-time workers more likely to record no social interactions in their neighbourhood than other residents (Van den Berg, Kemperman, & Timmermans, 2014). Another way in which density has been found to influence social cohesion is through the influence of bodies corporate and owners’ corporations in multi-unit housing. This privatised governance is causing a shift in the nature and extent of neighbour sociality towards one that is depersonalised and structured by rules (Cheshire, Fitzgerald, & Liu, 2018). Research has revealed a strong correlation between elements of residential design and residents’ perceptions of their neighbours’ behaviour, particularly in terms of anti-social behaviour and activity, in high-density environments (Yau, 2018). Layout, building height and access to the

outside in communal areas have been found to reduce resident perceptions of anti-social behaviour severity (Yau, 2018).

Households in high-density mixed-use and medium-density environments are less likely to find neighbourhoods friendly and less likely to have a sense of attachment to the neighbourhood when compared to those in lower-density neighbourhoods (Saville-Smith, 2017). Research has found a negative relationship between urban density and sense of community (Douglas, 2022); and it is well documented that residents interact less frequently, build fewer relationships, and experience increased feelings of territoriality and social isolation in high-density environments (Mellen & Short, 2023; Mousavinia, 2022; Nguyen, van den Berg, Kemperman, & Mohammadi, 2020). This can be detrimental for residents of higher-density neighbourhoods because social contact is critical for general wellbeing. This is particularly the case for older people, for whom neighbourhood social cohesion has been shown to predict quality of life (Stephens, Szabo, Allen, & Alpass, 2019; Stephens, Allen, Szabo, & Alpass, 2020), physical, mental and social health (Stephens, Szabo, Allen, & Alpass, 2019), and be more strongly related to loneliness than individual and social participation (Stephens, Phillips, Allen, Beagley, & Alpass, 2019).

## 5.4 Environmental aspects

### 5.4.1 Sunlight

Research has drawn attention to concerns amongst Christchurch-based planners around the impact of MDRS on the vertical dimension of built form, the most significant being the impact on residents' sunlight access (Austin, 2022). This potential issue is evident when comparing how MDRS will apply in Christchurch and Auckland, with the sun being at a lower angle in the former due to it being at a different latitude to the North Island, resulting in reduced hours of sun and lower sun angles. This means that applying the same recession planes in Christchurch would have greater impacts on shading, with the lower angle of the sun meaning that shade is more extensive. A Christchurch study highlighted the extent to which planners perceive vertical aspects of built form to impact the quality of living spaces, with poorly designed medium-density housing in Christchurch posing risks to the quality of living spaces in relation to loss of sunlight (Austin, 2022). Opit, Carroll and Witten's (2020) study found existing residents' concerns around anticipated loss of sunlight to remain after neighbouring developments were completed. The amount of light entering a home has been found to significantly affect occupants' emotional wellbeing; maximising the amount of natural light entering the home through increased space between dwellings and larger, sun-facing windows has shown to improve emotional wellbeing, particularly for women and young people (Morales-Bravo & Navarrete-Hernandez, 2022). Recognising the importance of ensuring sunlight access in residents' homes, Christchurch City Council is proposing the Sunlight Access Qualifying Matter, which would reduce the recession plane angle to 4 metres at 60 degrees.

### 5.4.2 Privacy

Privacy plays an important role in the health and wellbeing of residents and impacts on quality of life (Tomah, Ismail, & Abed, 2016). Living in a space that feels private allows occupants to engage in activities that are crucial for health and wellbeing, such as personal, cultural and religious practices, and those that enable occupants to connect with each other (Willems, De Smet, & Heylighen, 2020). Without privacy, a home can feel unsafe and insecure; as a private home is a

place of retreat and relaxation (Easthope, 2004). Privacy is a key concern for respondents of the *Life in Christchurch Housing and Neighbourhoods* survey. When asked whether there was anything that would make them consider living in a terraced home in the future, privacy between neighbours was the most commonly selected option (after ‘nothing’), with 35% indicating privacy would influence their decision. This was also the case when respondents were asked if there was anything that would make them consider living in a low-rise apartment building (31% indicated privacy would be the most influential factor). In O’Pit, Carroll and Witten’s (2020) study of medium-density housing in Auckland, impacts on existing residents’ privacy (i.e., new residents of medium-density housing having direct line of sight into neighbouring living spaces) remained a concern after occupation. Research suggests that if high levels of ‘spatial flexibility’ are embedded in masterplans and home layouts, residents of higher density housing are able to adjust the spatial layout of their home in a way that enhances privacy and ultimately quality of life (Obeidat, Abed, & Gharaibeh, 2022). However, as it stands, PC14 cannot directly influence the privacy of housing developments. If PC14 does not include design guidelines, then the benefits of careful management and design are prevented.

### 5.4.3 Tree canopy

The impact of housing intensification on the tree canopy of urban landscapes is a pressing environmental issue and has been observed in densified cities worldwide. Trees are critical in urban landscapes for their capacity to regulate temperature, manage stormwater, filter air and provide habitats (Parliamentary Commissioner for the Environment, 2023). In a recent report from the Parliamentary Commissioner for the Environment, trees are described as ‘vital urban infrastructure’ and a key factor in ensuring cities are liveable as the climate changes. While threats to cities of hotter and wetter climates can be combatted through more air-conditioning and stormwater infrastructure, greener urban areas can reduce climate vulnerability in ways that also bring biodiversity, recreational and wellbeing benefits (Parliamentary Commissioner for the Environment, 2023). Both infill development (the conversion of gardens and sections into houses and driveways) and the development of new subdivisions are driving the decline of urban green space. While the Commissioner’s report acknowledges the economic and environmental benefits of intensification, it notes that the predominant style of infill townhouse development is putting particular pressure on existing networks of urban green space; and lawns are not being replaced with public green space by Councils (Welch, 2023). The report highlights the difficulty of ‘retrofitting’ green space into existing neighbourhoods and the importance of providing nearby public greenspace at the outset in order to make cities both liveable and resilient.

In Christchurch, trees serve to reinforce the city’s identity as the Garden City (McDonald, New logo and city identity markets Christchurch as a place for growth, 2023), and *Life in Christchurch* survey results show having gardens and space to grow food is important to Ōtautahi residents. Street trees and gardens is the second most important neighbourhood feature for *Life in Christchurch Housing and Neighbourhoods* respondents after safety (Christchurch City Council, 2023). This sentiment has grown stronger since 2020, with 67% rating this as an important feature in 2023 compared to 57% three years previously. Concerns about the impact of housing intensification on the city’s tree canopy is common amongst respondents. Comments not only refer to the tree canopy as being important for aesthetic reasons, but also for shade and ground protection, food

security, mental health, and bird and insect life. These concerns came from residents observing and/or anticipating the removal of existing trees for housing developments, as well as those who living in newer neighbourhoods that they perceive as lacking trees. A recent report to the Christchurch City Council found Halswell (9.81%), Linwood (8.92%) and Hornby (6.51%) to have the lowest tree canopy cover of all wards in Christchurch (Morgenroth, 2022). Tree cover mapping commissioned by Christchurch City Council found the city's tree cover to be 14%, which is lower than Auckland (18%) and Wellington (30%) (Christchurch City Council, 2022; RNZ, 2022). In the new Ōtautahi Christchurch Urban Forest Plan, Christchurch City Council outlines a direction and priority for extending and protecting the city's tree canopy over the next 50 years (Christchurch City Council, 2023). The Council is also proposing that developers pay Financial Contributions, which will be put towards tree planting, or plant or retain trees on their site.

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## 6 Conclusion

### 6.1 Summary of social effects of housing intensification

The intensification policies of PC14 that will give effect to Policy 3 of the NPS-UD have the capacity to increase housing supply, which could ease housing supply constraints and price pressure. More generally, PC14 will bring about a more compact urban form that will have far-reaching positive implications, including reducing reliance on private vehicles and thereby emissions, and improving access to services and employment. While the benefits of housing intensification and a more compact urban form are evident, there is a need to consider the possible social impacts of intensification that is not 'done well' (Muir, 2022), especially from within the unique context of Ōtautahi-Christchurch.

PC14 could shape Christchurch into a more compact urban form, mitigating the effects of its historically more dispersed development pattern and low density (i.e., reliance on private vehicles, use of productive land), and enabling better access to amenities and services. However, a lack of targeted investment and development in areas suited to intensification could result in growth occurring outside of walkable catchments of public transport and main centres and unwittingly direct it toward areas that do not have sufficient infrastructure capacity. Central government has also directed the removal of minimum carparking requirements while simultaneously restricting the ability of Councils to direct development into areas that have good access to infrastructure and services, which in turn could reduce reliance on cars. This lack of targeted investment could see residents throughout the city face connectivity and accessibility issues, and further increase the financial pressure on Councils to provide infrastructure and services. This is of particular concern in the context of an ageing Ōtautahi-Christchurch population as well as within the wider context of mounting pressures on local government to continue to meet the expectations of residents in a difficult economic environment.

By increasing housing supply and subsequently reducing the cost of housing, the intensification policies of PC14 could have positive social equity effects. However, research suggests that this is largely dependent on the extent to which the market can provide a diversity of housing typologies suited to a range of social groups. Both within New Zealand and internationally, commentators have expressed concern that housing intensification policies, while ultimately increasing housing supply, might not do this for all and could negatively impact housing choice for society's most vulnerable groups. The production of affordable and suitable housing is critical. Moreover, processes of gentrification and displacement have been linked to the deregulation of housing supply in international studies and are becoming a cause of concern amongst community groups serving Ōtautahi-Christchurch's more vulnerable communities in the ICE. Research suggests that without local area planning or targeted investment, housing intensification policies will not have the positive social equity effects that NPS-UD intends in all communities and across all areas of the city.

Housing intensification is a contentious issue; through PC14 submissions and the *Life in Christchurch* survey series, Ōtautahi-Christchurch residents are exhibiting the complex resistance to housing intensification put forward in the literature. While many appreciate the city's need for more affordable housing options, the impact that intensification policies could have on their privacy, sunlight access and wealth (i.e., property values) are a cause of great concern. More complex than 'NIMBY-ism', which defines resistance in self-interested terms, resistance to housing intensification is a form of place-protective action taken to protect emotional attachments and place-related identities. Ōtautahi-Christchurch has the added complexity of being a post-earthquake city that has experienced the loss of many heritage buildings and whose long-term residents are uncomfortable with high-rise buildings. The city has long been known as the Garden City, and residents pride themselves on their gardens and ability to grow their own food. Research has indeed shown housing intensification to evoke fear, anxiety and insecurity over changes in place identities. However, research has also shown anticipated effects to be less than real effects, and the extent to which planning processes are seen as trustworthy and transparent play a key role in community acceptance of housing intensification.

High-density living is associated with a reduced sense of community and poorer social cohesion when compared to low-density living. Ōtautahi-Christchurch has an aging population and gaps in services that mitigate social isolation in older people have already been identified. In the wider population, social conflict between neighbours in higher-density environments has been shown to be based on differences such as tenure rather than typical proximity-related factors (i.e., noise, privacy); and social connections are likely to be formed on the basis of perceived similarities at the expense of those ‘othered’ in the process. Indeed, some *Life in Christchurch* survey respondents and PC14 submitters are fearful that MDRS will negatively impact their ability to get on with their neighbours and will impact on their ability to choose where to live on the basis of shared values and lifestyles. On the other hand, diversity is understood by many to be an important and desirable community feature.

Common concerns amongst *Life in Christchurch* survey respondents and PC14 submitters relate to the impacts housing intensification will have on their physical environment, namely their sunlight access and privacy, and the city’s tree canopy. Research shows all three elements to be important for health and wellbeing. The amount of sunlight entering a home has a significant effect on occupants’ emotional wellbeing, which is important to consider in the context of Ōtautahi’s low sun angles. Sunlight access will also impact on the ability of the city’s residents to grow their own food and maintain their gardens, both valued practices in the ‘Garden City’. The privacy of a person’s home also plays a critical role in their health and wellbeing and is a key concern for respondents of the *Life in Christchurch Housing and Neighbourhoods* survey. Research shows this concern to endure for neighbours after nearby medium-density developments are occupied. The city’s tree canopy is perhaps the most pressing concern, however, due to its multi-faceted role in reinforcing the city’s identity, reducing climate vulnerability and supporting residents’ wellbeing. Protecting the tree canopy whilst increasing housing supply is a priority for the Council, which is proposing developers pay Financial Contributions towards mitigating the loss of the tree canopy (otherwise they must retain or plant trees on their site).

## 6.2 Recommended future pathways

Whilst Councils have a range of tools available to facilitate quality urban environments, those having the most tangible impact involve increased infrastructure investment and neighbourhood improvements, which are actions that sit outside of the District Plan, principally requiring decisions under the Long Term Plan. Furthermore, addressing social issues involves a multi-faceted and cross-organisational approach, particularly across Crown agencies. Local Councils can have a leading role in supporting local area planning and community engagement processes, particularly for those areas proposed and expected to face the greatest transition to higher-density living. An important step will be to engage on this report with the community and key stakeholders.

## 6.3 Final comments

The upzoning of urban residential areas and subsequent building of higher-density housing have been promoted as an antidote for Aotearoa New Zealand’s housing affordability crisis and a way of compacting its cities in order to decrease the environmental impacts of its growing urban populations. However, affordable housing advocates are beginning to question the premise that accelerating market-based housing supply alone will bring more equitable housing options for all.

The ability of intensification to enhance housing affordability for all is dependent on a combination of factors beyond increasing supply, including market demand, local context and housing typologies. Overall, the intended benefits of housing intensification could be achieved through a diversity of building typologies and price points being made available in sustainable locations. However, if housing intensification is not ‘done well’ (Muir, 2022) through engagement with communities, involvement of local planning authorities, and targeted and equitable investment, it could exacerbate the social issues related to intensification identified in this report. These include increased financial pressure on Council’s to provide additional services and infrastructure in an already uncertain and difficult economic environment; reduced accessibility and connectivity for residents of intensified areas outside of walkable catchments; displacement of the Ōtautahi-Christchurch’s most vulnerable residents; and reduced sunlight access and privacy of homes, and removal of trees that provide vital urban infrastructure in the context of climate change.

While the benefits of intensification are greater than the alternative impacts of continued unmet housing needs and a more dispersed urban form, local area planning and community engagement will be of the utmost importance to ensure the social sustainability of housing and liveability of Ōtautahi-Christchurch.



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APPENDIX G –EXISTING OBJECTIVES AND POLICIES RELATING TO AMENITY AND THE QUALITY OF THE URBAN ENVIRONMENT

RMA – Section 7(c) – shall have particular regard to-	The maintenance and enhancement of amenity values. Amenity values being defined under section 2 as “...means those natural or physical qualities and characteristics of an area that contribute to people’s appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes.”
CRPS Chapter 6, Objective 6.2.1 Recovery framework	Recovery, rebuilding and development are enabled within Greater Christchurch through a land use and infrastructure framework that: 1. identifies priority areas for urban development within Greater Christchurch; 2. identifies Key Activity Centres which provide a focus for high quality, and, where appropriate, mixed-use development that incorporates the principles of good urban design;
CRPS Chapter 6, Objective 6.2.3 Sustainability	Recovery and rebuilding is undertaken in Greater Christchurch that: 1. provides for quality living environments incorporating good urban design; 2. retains identified areas of special amenity and historic heritage value; 3. retains values of importance to Tāngata Whenua; 4. provides a range of densities and uses; and 5. is healthy, environmentally sustainable, functionally efficient, and prosperous.
CRPS Chapter 6, Objective , 6.2.6 Business land development	Identify and provide for Greater Christchurch’s land requirements for the recovery and growth of business activities in a manner that supports the settlement pattern brought about by Objective 6.2.2, recognising that: 1. The greenfield priority areas for business in Christchurch City provide primarily for the accommodation of new industrial activities; 2. Except where identified for brownfield redevelopment, areas used for existing industrial activities are to be used primarily for that purpose, rather than as a location for new commercial activities; 3. New commercial activities are primarily directed to the Central City, Key Activity Centres, and neighbourhood centres; 4. A range of other business activities are provided for in appropriate locations; and 5. Business development adopts appropriate urban design qualities in order to retain business, attract investment and provide for healthy working environments.
CPRS, Chapter 6, Policies, 6.3.2 Development form and urban design	Business development, residential development (including rural residential development) and the establishment of public space is to give effect to the principles of good urban design below, and those of the NZ Urban Design Protocol 2005, to the extent appropriate to the context: 1. Tūrangawaewae – the sense of place and belonging – recognition and incorporation of the identity of the place, the context and the core elements that comprise the Through context and site analysis, the following elements should be used to reflect the appropriateness of the development to its location: landmarks and features, historic heritage, the character and quality of the existing built and natural environment, historic and cultural markers and local stories. 2. Integration – recognition of the need for well-integrated places, infrastructure, movement routes and networks, spaces, land uses and the natural and built environment. These elements should be overlaid to provide an appropriate form and pattern of use and development.

	<p>3. Connectivity – the provision of efficient and safe high quality, barrier free, multimodal connections within a development, to surrounding areas, and to local facilities and services, with emphasis at a local level placed on walking, cycling and public transport as more sustainable forms of</p> <p>4. Safety – recognition and incorporation of Crime Prevention Through Environmental Design (CPTED) principles in the layout and design of developments, networks and spaces to ensure safe, comfortable and attractive places. Regional Policy Statement / Chapter 6 - Recovery and Rebuilding of Greater Christchurch Environment Canterbury Page 77</p> <p>5. Choice and diversity – ensuring developments provide choice and diversity in their layout, built form, land use housing type and density, to adapt to the changing needs and circumstances of the population.</p> <p>6. Environmentally sustainable design – ensuring that the process of design and development minimises water and resource use, restores ecosystems, safeguards mauri and maximises passive solar gain.</p> <p>7. Creativity and innovation – supporting opportunities for exemplar approaches to infrastructure and urban form to lift the benchmark in the development of new urban areas in the Christchurch region.</p>
CPRS, Chapter 6, Policies, 6.3.6 Business land	To ensure that provision, recovery and rebuilding of business land in Greater Christchurch maximises business retention, attracts investment, and provides for healthy working environments, business activities are to be provided for in a manner which:... 12. Incorporates good urban design principles appropriate to the context of the development.
Christchurch District Plan, 3.3.7 Objective - Urban growth, form and design	(a) A well-integrated pattern of development and infrastructure, a consolidated urban form, and a high quality urban environment that: <ul style="list-style-type: none"> <li>(i) Is attractive to residents, business and visitors; and</li> <li>(ii) Has its areas of special character and amenity value identified and their specifically recognised values appropriately managed; and...</li> </ul>
Christchurch District Plan, 3.3.8 Objective – Revitalising the Central City	<p>a. The <u>Central City</u> is revitalised as the primary community focal point for the people of Christchurch; and</p> <p>b. The <u>amenity values</u>, function and economic, social and cultural viability of the <u>Central City</u> are enhanced through private and public sector investment, and....</p> <p>d. The <u>Central City</u> has a unique identity and sense of place, incorporating the following elements, which can contribute to a high amenity urban environment for residents, visitors and workers to enjoy: <ul style="list-style-type: none"> <li>i. a green edge and gateway to the City defined by the Frame and Hagley Park;....</li> <li>iii. built form and <u>historic heritage</u> that reflects the identity and values of Ngāi Tahu, and the City's history as a European settlement; including cathedrals and associated <u>buildings</u> at 100 Cathedral Square and 136 Barbadoes Street..</li> </ul> </p>
Christchurch District Plan, 14.2.4 Objective – High quality residential environments	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.
Christchurch District Plan, 14.2.7 Objective – Redevelopment of brownfield sites	On suitable <u>brownfield sites</u> , provide for new <u>mixed use</u> commercial and residential developments that are comprehensively planned so that they are environmentally and socially sustainable over the long term.

	Refer also to Policy 14.2.7.1.b which seeks to 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 <u>adjoining sites</u> .
Christchurch District Plan, 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 <u>Central City</u> 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.
Christchurch District Plan, 15.2.2 Objective – Centres-based framework for commercial activities	a.Commercial activity is focussed within a network of centres (comprising the <u>CBD</u> , <u>District Centres</u> , <u>Neighbourhood Centres</u> , <u>Local Centres</u> and <u>Large Format centres</u> ) to meet the wider community’s and businesses' needs in a way and at a rate that: viii. enhances their vitality and amenity and provides for a range of activities and <u>community facilities</u> ;
Christchurch District Plan, 15.2.4 Objective – Urban form, scale and design outcomes	a.A scale, form and design of development that is consistent with the role of a centre, and which: <ul style="list-style-type: none"> <li>i. recognises the <u>Central City</u> and <u>District Centres</u> as strategically important focal points for community and commercial investment;</li> <li>ii. contributes to an urban environment that is visually attractive, safe, easy to orientate, conveniently <u>accessible</u>, and responds positively to local character and context;</li> <li>iii. recognises the functional and operational requirements of activities and the existing built form;</li> <li>iv. manages adverse effects on the surrounding environment; and</li> <li>v. recognises Ngāi Tahu/ mana whenua values through <u>landscaping</u> and the use of <u>low impact urban design</u>, where appropriate.</li> </ul>

## APPENDIX H –EXISTING OBJECTIVES AND POLICIES RELATING TO INFRASTRUCTURE

<p>RMA – Section 7 Other matters</p>	<p>In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall have particular regard to—</p> <p>(a) <u>kaitiakitanga</u>:  (aa) the ethic of stewardship:  <b>(b) the efficient use and development of natural and physical resources:</b>  <b>(ba) the efficiency of the end use of energy:</b>  (c) ...  <b>(d) intrinsic values of ecosystems:</b>  (e) ...  <b>(f) maintenance and enhancement of the quality of the environment:</b>  <b>(g) any finite characteristics of natural and physical resources:</b>  (h) ...  <b>(i) the effects of climate change:</b>  (j) the benefits to be derived from the use and development of renewable energy.</p> <p>infrastructure means—</p> <p>(a) pipelines that distribute or transmit natural or manufactured gas, petroleum, biofuel, or geothermal energy:  (b) a network for the purpose of telecommunication as defined in <u>section 5</u> of the Telecommunications Act 2001:  (c) a network for the purpose of radiocommunication as defined in <u>section 2(1)</u> of the Radiocommunications Act 1989:  (d) facilities for the generation of electricity, lines used or intended to be used to convey electricity, and support structures for lines used or intended to be used to convey electricity, excluding facilities, lines, and support structures if a person—  (i) uses them in connection with the generation of electricity for the person’s use; and  (ii) does not use them to generate any electricity for supply to any other person:  (e) a water supply distribution system, including a system for irrigation:  (f) a drainage or sewerage system:  (g) structures for transport on land by cycleways, rail, roads, walkways, or any other means:  (h) facilities for the loading or unloading of cargo or passengers transported on land by any means:  (i) an airport as defined in <u>section 2</u> of the Airport Authorities Act 1966:  (j) a navigation installation as defined in <u>section 2</u> of the Civil Aviation Act 1990:  (k) facilities for the loading or unloading of cargo or passengers carried by sea, including a port related commercial undertaking as defined in <u>section 2(1)</u> of the Port Companies Act 1988:  (l) anything described as a network utility operation in regulations made for the purposes of the definition of network utility operator in <u>section 166</u></p>
<p>NPS-UD Objective 6:</p>	<p><u>Local authority decisions on urban development that affect urban environments are: (a) integrated with infrastructure planning and funding decisions; and (b) strategic over the medium term and long term.</u></p>

NPS-UD Objective 8:	<u>New Zealand’s urban environments: (a) support reductions in greenhouse gas emissions; and (b) are resilient to the current and future effects of climate change.</u>
CRPS Chapter 6, Objective 6.2.1 Recovery framework	<u>Recovery, rebuilding and development are enabled within Greater Christchurch through a land use and infrastructure framework that...: 2. identifies Key Activity Centres which provide a focus for high quality, and, where appropriate, mixed-use development that incorporates the principles of good urban design;...</u> <u>6. maintains or improves the quantity and quality of water in groundwater aquifers and surface waterbodies, and quality of ambient air; ....</u> <u>8. protects people from unacceptable risk from natural hazards and the effects of sea-level rise;</u> <u>9. integrates strategic and other infrastructure and services with land use development;</u> <u>10. achieves development that does not adversely affect the efficient operation, use, development, appropriate upgrade, and future planning of strategic infrastructure and freight hubs;</u> <u>11. optimises use of existing infrastructure; and</u> <u>12. provides for development opportunities on Māori Reserves in Greater Christchurch</u>
CRPS Chapter 6, Objective 6.2.4 Integration of transport infrastructure and land use	<u>Prioritise the planning of transport infrastructure so that it maximises integration with the priority areas and new settlement patterns and facilitates the movement of people and goods and provision of services in Greater Christchurch, while: 1. managing network congestion;</u> <u>2. reducing dependency on private motor vehicles;</u> <u>3. reducing emission of contaminants to air and energy use;</u> <u>4. promoting the use of active and public transport modes;</u> <u>5. optimising use of existing capacity within the network; and</u> <u>6. enhancing transport safety</u>
CRPS Chapter 6, 6.3 Policies 6.3.1 Development within the Greater Christchurch area	<u>In relation to recovery and rebuilding for Greater Christchurch: 1. give effect to the urban form identified in Map A, which identifies the location and extent of urban development that will support recovery, rebuilding and planning for future growth and infrastructure delivery;...</u> <u>8. avoid development that adversely affects the function and viability of, or public investment in, the Central City and Key Activity Centres.</u>
CRPS Chapter 6, 6.3 Policies, 6.3.4 Transport effectiveness	<u>Ensure that an efficient and effective transport network that supports business and residential recovery is restored, protected and enhanced so that it maintains and improves movement of people and goods around Greater Christchurch by:</u> <u>1. avoiding development that will overload strategic freight routes;</u> <u>2. providing patterns of development that optimise use of existing network capacity and ensuring that, where possible, new building projects support increased uptake of active and public transport, and provide opportunities for modal choice;</u> <u>3. providing opportunities for travel demand management;</u> <u>4. requiring integrated transport assessment for substantial developments; and</u> <u>5. improving road user safety.</u>

<p>CRPS Chapter 6, 6.3 Policies, 6.3.5 Integration of land use and infrastructure</p>	<p><u>Recovery of Greater Christchurch is to be assisted by the integration of land use development with infrastructure by:</u></p> <ol style="list-style-type: none"> <li><u>1. Identifying priority areas for development and Future Development Areas to enable reliable forward planning for infrastructure development and delivery;</u></li> <li><u>2. Ensuring that the nature, timing and sequencing of new development are co-ordinated with the development, funding, implementation and operation of transport and other infrastructure in order to: a. optimise the efficient and affordable provision of both the development and the infrastructure; b. maintain or enhance the operational effectiveness, viability and safety of existing and planned infrastructure; c. protect investment in existing and planned infrastructure; d. ensure that new commercial film or video production facilities are connected to reticulated water and wastewater systems; and e. ensure new development does not occur until provision for appropriate infrastructure is in place;</u></li> <li><u>3. Providing that the efficient and effective functioning of infrastructure, including transport corridors, is maintained, and the ability to maintain and upgrade that infrastructure is retained;</u></li> <li><u>4. Only providing for new development that does not affect the efficient operation, use, development, appropriate upgrading and safety of existing strategic infrastructure, including by avoiding noise sensitive activities within the 50dBA Ldn airport noise contour for Christchurch International Airport, unless the activity is within an existing residentially zoned urban area, residential greenfield area identified for Kaiapoi, or residential greenfield priority area identified in Map A (page 6-28) and enabling commercial film or video production activities within the noise contours as a compatible use of this land; and</u></li> <li><u>5. Managing the effects of land use activities on infrastructure, including avoiding activities that have the potential to limit the efficient and effective, provision, operation, maintenance or upgrade of strategic infrastructure and freight hubs.</u></li> </ol>
<p>Christchurch District Plan 3.3.7 Objective - Urban growth, form and design</p>	<p><u>(a)A well-integrated pattern of development and infrastructure, a consolidated urban form, and a high quality urban environment that:</u></p> <ol style="list-style-type: none"> <li><u>(i)Is attractive to residents, business and visitors; and</u></li> <li><u>(ii)Has its areas of special character and amenity value identified and their specifically recognised values appropriately managed; and</u></li> <li><u>(iii)Provides for urban activities only: (A)within the existing urban areas unless they are otherwise expressly provided for in the CRPS; and (B)on greenfield land on the periphery of Christchurch’s urban area identified in accordance with the Greenfield Priority Areas in the Canterbury Regional Policy Statement Chapter 6, Map A; and</u></li> <li><u>(iv)Increases the housing development opportunities in the urban area to meet the intensification targets specified in the Canterbury Regional Policy Statement, Chapter 6, Objective 6.2.2 (1); particularly: (A)in and around the Central City, Key Activity Centres (as identified in the Canterbury Regional Policy Statement), larger neighbourhood centres, and nodes of core public transport routes; and (B) in those parts of Residential Greenfield Priority Areas identified in Canterbury Regional Policy Statement Chapter 6, Map A; and (C)in suitable brownfield areas; and</u></li> </ol>

	<p><u>(v)Maintains and enhances the Central City, Key Activity Centres and Neighbourhood Centres as community focal points; and</u></p> <p><u>(vi)Identifies opportunities for, and supports, the redevelopment of brownfield sites for residential, business or mixed use activities; and</u></p> <p><u>(vii)Promotes the re-use and re-development of buildings and land; and</u></p> <p><u>(viii)Improves overall accessibility and connectivity for people, transport (including opportunities for walking, cycling and public transport) and services; and</u></p> <p><u>(ix)Promotes the safe, efficient and effective provision and use of infrastructure, including the optimisation of the use of existing infrastructure; and</u></p> <p><u>(x)Co-ordinates the nature, timing and sequencing of new development with the funding, implementation and operation of necessary transport and other infrastructure.</u></p>
Christchurch District Plan – Strategic Objective 3.3.12	<p><u>The social, economic, environmental and cultural benefits of infrastructure, including strategic infrastructure, are recognised and provided for, and its safe, efficient and effective development, upgrade, maintenance and operation is enabled;</u></p>
Christchurch District Plan – 7.2.1 Objective - Integrated transport system for Christchurch District	<p><u>An integrated transport system for Christchurch District:</u></p> <p><u>i.that is safe and efficient for all transport modes;</u></p> <p><u>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;</u></p> <p><u>iii.that supports safe, healthy and liveable communities by maximising integration with land use;</u></p> <p><u>iv.that reduces dependency on private motor vehicles and promotes the use of public and active transport;</u></p> <p><u>v.that is managed using the one network approach.</u></p>

<p>Christchurch District Plan – 8.2.3 Objective - Infrastructure and transport and associated policies.</p>	<p><u>a.Subdivision design and development promotes efficient provision and use of infrastructure and transport networks.</u></p> <p>b.A legible, well connected, highly walkable, and comprehensive movement network for all transport modes is provided.</p> <p>c.Outside the <u>Central City</u>, land is set aside for services which can also be used for other activities, such as pedestrian or <u>cycle ways</u>.</p> <p><u>8.2.3.1Policy - Identification of infrastructure constraints</u></p> <p><u>a.Areas subject to infrastructure capacity constraints will be identified by the Council to assist public understanding and decision-making regarding network capacity available to service subdivision and subsequent land use.</u></p> <p><u>8.2.3.2 Policy - Availability, provision and design of, and connections to, infrastructure</u></p> <p><u>a.Manage the subdivision of land to ensure development resulting from the creation of additional allotments:</u></p> <p><u>i.does not occur in areas where infrastructure is not performing, serviceable or functional; and</u></p> <p><u>ii.will be appropriately connected to and adequately serviced by infrastructure, including through any required upgrade to existing infrastructure.</u></p> <p>b.Ensure that new <u>network infrastructure</u> provided in relation to, or as part of, <u>subdivision</u> development is constructed, designed and located so that it is resilient to disruption from significant seismic or other natural events including by ensuring that, as far as practicable, damage from such events is minimised.</p> <p>c.Ensure that, as part of <u>subdivision</u>, there is adequate provision, with sufficient capacity, to service the scale and nature of anticipated land uses resulting from the <u>subdivision</u>, for:</p> <p><u>i.wastewater disposal, including lawful trade waste disposal for anticipated industrial development, consistent with maintaining public health and minimising adverse effects on the environment;</u></p> <p><u>ii.water supply, including water of a potable standard for human consumption, and water for fire fighting purposes;</u></p> <p><u>iii.telecommunication services including connection to a telecommunication system, with new lines being generally underground in new urban areas; and</u></p> <p><u>iv.electric power supply, with new lines being generally underground in new urban areas - including, if necessary, ensuring the provision of new or additional or the upgrading of existing infrastructure in a manner that is appropriate for the amenities of the area.</u></p> <p><u>d.Where wastewater disposal is to a reticulated system, ensure all new allotments are provided with a means of connection to the system.</u></p> <p><u>e.Where a reticulated wastewater system is not available, ensure appropriate onsite or standalone communal treatment systems are installed.</u></p> <p><u>f.Promote use of appropriate on-site measures to manage the effects of trade wastes and reduce peak flows and loading on wastewater systems.</u></p> <p><u>8.2.3.3.Policy - Transport and access</u></p> <p>a.Ensure the provision and development of comprehensive movement networks for all transport modes that:</p>
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- i. are legible, well connected, highly walkable, safe and efficient; and:
- ii. enable access by people of all ages and physical abilities to [public open space](#) facilities, public transport, suburban centres, and [community facilities](#) and to move between neighbourhoods and the wider urban area.
- b. Ensure movement networks enable:
  - i. vehicle parking, which in the [Central City](#) should be in accordance with the [road](#) classification;
  - ii. access to properties, including for fire appliances;
  - iii. street [landscaping](#), including street trees;
  - iv. safety and visibility;
  - v. ease of navigation;
  - vi. surface water management, in relation to movement networks; and
  - vii. utility services.
- c. Ensure that, where [road](#) or property [access](#) to an existing [road](#) is created, the existing [road](#) is of an appropriate standard.

#### 1.1.1.4 Policy - Stormwater disposal

##### a. District wide:

- i. Avoid any increase in sediment and contaminants entering [water bodies](#) as a result of stormwater disposal.
- ii. Ensure that stormwater is disposed of in a manner which maintains or enhances the quality of surface water and groundwater.
- iii. Ensure that any necessary stormwater control and disposal systems and the upgrading of existing infrastructure are sufficient for the amount and rate of anticipated runoff.
- iv. Ensure that stormwater is disposed of in a manner which is consistent with maintaining public health.

##### b. Outside the [Central City](#):

- i. Encourage stormwater treatment and disposal through low-impact or water-sensitive designs that imitate natural processes to manage and mitigate the adverse effects of stormwater discharges.
- ii. Ensure stormwater is disposed of in stormwater management areas so as to avoid inundation within the [subdivision](#) or on [adjoining](#) land.
- iii. Where feasible, utilise stormwater management areas for multiple uses and ensure they have a high quality interface with [residential activities](#) or [commercial activities](#).
- iv. Incorporate and plant [indigenous vegetation](#) that is appropriate to the specific [site](#).
- v. Ensure that realignment of any watercourse occurs in a manner that improves stormwater drainage and enhances ecological, mahinga kai and landscape values.
- vi. Ensure that stormwater management measures do not increase the potential for [birdstrike](#) to aircraft in proximity to the airport.
- vii. Encourage on-site rain-water collection for non-potable use.
- viii. Ensure there is sufficient capacity to meet the required level of service in the infrastructure design standard or if sufficient capacity is not available, ensure that the effects of development are mitigated on-site.

	<p>1.1.1.5 <u>Policy - Adverse effects on infrastructure</u></p> <p>a. <u>Ensure that the requirements of infrastructure, including their ongoing operation, development and maintenance, are recognised in subdivision design, including any potential for adverse effects (including reverse sensitivity effects) from subdivision.</u></p> <p>b. <u>Ensure that the operation, development and maintenance of the Lyttelton Port is not compromised by subdivision, including in relation to reverse sensitivity effects.</u></p>
<p>Christchurch District Plan –14.2.3 Objective – Strategic Infrastructure</p>	<p><u>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.</u></p>
<p>Christchurch District Plan –14.2.3.1 Policy – Avoidance of adverse effects on strategic infrastructure</p>	<p>Avoid <u>reverse sensitivity</u> effects on <u>strategic infrastructure</u> including:</p> <ul style="list-style-type: none"> <li>i. Christchurch International Airport;</li> <li>ii. the rail network;</li> <li>iii. the <u>major arterial road</u> and <u>minor arterial road</u> network;</li> <li>iv. the Port of Lyttelton;</li> <li>v. the <u>National Grid</u> and the 66kV and 33kV <u>electricity distribution lines</u> and Heathcote to Lyttelton 11kV <u>electricity distribution line</u> identified on the planning maps.</li> </ul>