

Response ID ANON-URZ4-5FNW-N

Submitted to Fast-track approval applications
Submitted on 2024-05-03 21:57:38

Submitter details

Is this application for section 2a or 2b?

2A

1 Submitter name

Individual or organisation name:
Miles Premises Limited

2 Contact person

Contact person name:
Andre Heyns

3 What is your job title

Job title:
Managing Director - Miles Group

4 What is your contact email address?

Email:
s 9(2)(a)

5 What is your phone number?

Phone number:
s 9(2)(a)

6 What is your postal address?

Postal address:
s 9(2)(a)

7 Is your address for service different from your postal address?

Yes

Organisation:
Anderson Lloyd

Contact person:
Sarah Eveleigh

Phone number:
s 9(2)(a)

Email address:
s 9(2)(a)

Job title:
Partner

Please enter your service address:
s 9(2)(a)

Section 1: Project location

Site address or location

Add the address or describe the location:

The Site is located between Avonhead Road and Memorial Avenue, Christchurch, and is comprised of all or part of:

1. 520 Avonhead Road, being legally described as Lot 5 DP 28780 and recorded in record of title CB10K/321;
2. 500 Avonhead Road, being legally described as Lot 1 DP 553686 and recorded in record of title 962153; and
3. 475 Memorial Avenue, being legally described as Lot 2 DP 553686 and recorded in record of title 1006888 .

The Project area is approximately 8 hectares on the Avonhead Road side of the property, as depicted in the attached Outline Development Plan (Medium Density Residential Development Area)

File upload:

Project location - aerial imagery.pdf was uploaded

Upload file here:

Outline Development Plan.pdf was uploaded

Do you have a current copy of the relevant Record(s) of Title?

Yes

upload file:

NZ Titles LINZ RT Search With Diagram - RTs combined.pdf was uploaded

Who are the registered legal land owner(s)?

Please write your answer here:

Miles Premises Limited.

Detail the nature of the applicant's legal interest (if any) in the land on which the project will occur

Please write your answer here:

Registered proprietors. As owner of the Site, the Applicant (Miles Premises Limited) will be able to undertake the work that is required for the project.

Section 2: Project details

What is the project name?

Please write your answer here:

Avonhead Road residential development

What is the project summary?

Please write your answer here:

The project is an 8ha residential subdivision, comprising 15 – 30 households per hectare (or a total of 120 – 240 households), in proximity to key transport routes and employment opportunities, to assist in meeting a housing capacity shortfall in this location.

What are the project details?

Please write your answer here:

The project will see approximately 8 hectares of urban zoned land utilised for medium density residential development and associated infrastructure.

The Site is a greenfield site that will be the subject of an integrated and master-planned development to provide a broad range of housing typologies that contribute to meeting a shortfall in housing capacity in north-west Christchurch. Developed at between 15 – 30 households per hectare, the Site would provide between 120 – 240 new dwellings.

The Site is in a highly desirable location for residential development in close proximity to employment, including the Christchurch Airport precinct which employs in the order of 7,000 people across approximately 250 companies. The Site is close to services and amenities, including schools, recreational facilities and open space, and retail and service centres (Spitfire Square and Avonhead Mall). The Site is also well serviced by high frequency public transport and infrastructure to enable active transport modes. Residential development is compatible with surrounding land uses, which include low density / rural residential development and guest accommodation.

The Site is currently zoned Industrial Park (Memorial Avenue) under the Christchurch District Plan. It is subject to an Outline Development Plan (ODP) that identifies the anticipated location of key infrastructure, including roads and intersections with the surrounding road network, and stormwater management areas. An updated ODP (as uploaded in the Site address or location question) identifies the new residential development areas and revised locations for stormwater management facilities and reserves within the residential development area. Road locations remain consistent with the existing

ODP, with roads connecting through the Site from Avonhead Road to Memorial Avenue.

The proposed residential development will be constructed in general accordance with the Christchurch District Plan requirements for either the Medium Density Residential Zone or Residential New Neighbourhood zone. The Site sits within the 50dB Ldn, and in some parts 55dB Ldn, airport noise contours. Mitigation measures (i.e. acoustic insulation and ventilation) will be applied as necessary to meet indoor design sound levels.

Describe the staging of the project, including the nature and timing of the staging

Please write your answer here:

The project would be developed to release residential lots in several stages, with each stage including the construction of the necessary infrastructure to support that stage. It is expected that residential lots would be sold as vacant lots, with construction of dwellings undertaken by subsequent land owners.

What are the details of the regime under which approval is being sought?

Please write your answer here:

Resource Management Act - resource consents

The Applicant seeks the following approvals under the Resource Management Act:

- All necessary subdivision and land use consents required to undertake residential subdivision and land use within the Industrial Park (Memorial Avenue) Zone, consistent with the updated development plan;

Or alternatively, if the Fast Track Bill is amended to allow it:

- Rezoning of the Site to Medium Density Residential Zone (MRZ) (if this zone framework accepted through Plan Change 14, currently under consideration as an Intensification Planning Instrument), or Residential New Neighbourhood Zone (RNN) (if the MRZ is not universally applied to relevant residential zones through Plan Change 14), and residential subdivision in accordance with the new zoning.

The Applicant also seeks:

- Resource consent for construction phase stormwater discharge.
- Land use consent under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health, if required.

Wildlife Act authority

Out of an abundance of caution, and if required, the Applicant seeks a permit to trap and relocate lizards in accordance with an approved Lizard Management Plan under the Wildlife Act 1953, prior to the commencement of earthworks.

If you seeking approval under the Resource Management Act, who are the relevant local authorities?

Please write your answer here:

Christchurch District Council and Canterbury Regional Council

What applications have you already made for approvals on the same or a similar project?

Please write your answer here:

Residential rezoning of the 8 hectares subject to this application was sought by submission on the Christchurch District Council Plan Change 14 - Housing and Business Choice (an Intensification Planning Instrument). Decisions on Plan Change 14 have not yet been released.

No applications for resource consent have been made in relation to this Project.

Is approval required for the project by someone other than the applicant?

No

Please explain your answer here:

No, other than the approvals required under the legislation identified above.

If the approval(s) are granted, when do you anticipate construction activities will begin, and be completed?

Please write your answer here:

The Applicant estimates six months for engineering design, followed by 12-15 months for construction, depending on season and weather.

Section 3: Consultation

Who are the persons affected by the project?

Please write your answer here:

Christchurch International Airport Limited (CIAL). Based on current policy settings for development within the airport noise contours, the Applicant expects that CIAL would be identified as an affected party by consent authorities. However, we note the Applicant's assessment that effects on CIAL will

be no more than minor (see question regarding adverse effects below).

The Applicant's assessment is that there are no other affected parties. As detailed fully under the adverse effects question, the anticipated effects of development for residential use will, in almost all cases, be less than the effects associated with the plan enabled Industrial Park activities and will be less than minor with respect to all adjacent landowners (whether rural, residential or visitor accommodation).

The relevant local authorities are Christchurch City Council and Canterbury Regional Council.
The relevant iwi authority is Te Rūnanga o Ngāi Tahu.

Adjoining landowners: s 9(2)(a)

Adjacent landowners: s 9(2)(a)

Detail all consultation undertaken with the persons referred to above. Include a statement explaining how engagement has informed the project.

Please write your answer here:

No formal consultation has been undertaken.

The Christchurch District Council and CIAL are aware of our proposal through the PC14 process. Other than through PC14, no other consultation of this proposal has been conducted.

The land is already zoned for 'urban' activity. A change from an industrial use to residential use is likely to have a lesser effect on adjacent residences and visitor accommodation.

The land does not contain any sites of significance to Maori, indigenous vegetation or waterbodies that would be of interest to iwi.

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Describe any processes already undertaken under the Public Works Act 1981 in relation to the land or any part of the land on which the project will occur:

Please write your answer here:

N/A

Section 4: Iwi authorities and Treaty settlements

What treaty settlements apply to the geographical location of the project?

Please write your answer here:

The relevant treaty settlement relating to the proposal is the Ngāi Tahu Claims Settlement Act 1998. There are no particular geographical aspects of the Ngāi Tahu Settlement which relate to the location of this project.

Are there any Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019 principles or provisions that are relevant to the project?

No

If yes, what are they?:

Are there any identified parcels of Māori land within the project area, marae, and identified wāhi tapu?

No

If yes, what are they?:

Is the project proposed on any land returned under a Treaty settlement or any identified Māori land described in the ineligibility criteria?

No

Has the applicant has secured the relevant landowners' consent?

No

Is the project proposed in any customary marine title area, protected customary rights area, or aquaculture settlement area declared under s 12 of the Māori Commercial Aquaculture Claims Settlement Act 2004 or identified within an individual iwi settlement?

No

If yes, what are they?:

Has there been an assessment of any effects of the activity on the exercise of a protected customary right?

No

If yes, please explain:

N/A

Upload your assessment if necessary:

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Section 5: Adverse effects

What are the anticipated and known adverse effects of the project on the environment?

Please describe:

Urban use of the site has been subject to detailed assessment on rezoning of the site from its previous rural zoning to the current Industrial Park (Memorial Avenue) Zoning. The anticipated effects of development for residential use will, in almost all cases, be less than the effects associated with the plan enabled Industrial Park activities.

In particular:

Transport: Detailed roading design has informed the proposed Outline Development Plan, and a detailed assessment of trip generation has confirmed that the proposed roading and intersection design is appropriate for expected traffic generation. The traffic generation assessment has confirmed that the traffic generation would reduce from approximately 6,595 vehicle movements per day (Industrial Park Zone) to approximately 1,344 vehicle movements per day (assuming residential development at 15 households per hectare). In terms of the functioning of the State Highway specifically, access to and from the development will not be from the State Highway but from Avonhead Road (south of the site) and Memorial Avenue (north of the site).

Servicing: The Site can be readily serviced with water supply and wastewater infrastructure, with short extensions from existing services in Avonhead Road and Memorial Avenue. No adverse effects arise.

Residential amenity: Adverse effects on residential amenity also reduce with the application of residential development to the area instead of industrial activities. Residential use is more compatible with the adjacent rural residential and guest accommodation activities.

Airport noise effects:

The site is located within both existing and recently remodelled 50dB Ldn airport noise contours, with some areas of the Site located within the 55dB airport noise contour. Residential development in locations subject to airport noise has the potential to create adverse noise exposure effects for future residents and reverse sensitivity effects for CIAL.

Current Canterbury Regional Policy Statement and Christchurch District Plan policy seeks to avoid new residential areas within the 50dB Ldn contour. However, the use of a 50dB contour is more stringent than any other airport in NZ (or, to our knowledge, the world), and exceeds the recommended outer noise control boundary in NZ Standard 6805 – Airport Noise Management and Land Use Planning.

The airport noise contours have been recently remodelled for CIAL, and that modelling has been subject to independent expert review by a panel appointed by the Regional Council. The remodelling of airport noise contours will inform, and will be tested, through an upcoming review of the Regional Policy Statement. The review will also consider what the appropriate outer control contour is (ie, 50dB or 55dB).

The use of a 50dB contour has been the subject of significant challenge through recent planning processes in Greater Christchurch, including the Greater Christchurch Spatial Plan, Selwyn District Plan Review, Waimakariri District Plan Review, and Christchurch Plan Change 14. The Spatial Plan has already amended policy direction from "avoid" to "manage" effects. The evidence of internationally renowned airport noise expert, Dr John-Paul Clarke, in a number of those processes was that the appropriate outer control boundary is the 55dB Ldn (annual average) contour, and that acoustic insulation can be used to manage effects within the 55dB Ldn contour.

Miles position is that residential development can be enabled up to the 55dB Ldn (annual average) contour, and between the 55 – 65 dB Ldn contour subject to appropriate mitigation including acoustic insulation, no-complaints covenants and LIM notations, to provide necessary housing capacity while appropriately managing potential effects on future residents and CIAL.

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Section 6: National policy statements and national environmental standards

What is the general assessment of the project in relation to any relevant national policy statement (including the New Zealand Coastal Policy Statement) and national environmental standard?

Please write your answer here:

The proposed development gives effect to the National Policy Statement on Urban Development 2020. Enabling residential development within the Site will assist in achieving the NPS-UD direction to have or enable a variety of homes that meet the needs, in terms of type, price and location, or different households (Policy 1). Specifically, demand in the north-west of Christchurch (where the Site is located), is for single story stand-alone houses that are predominantly provided through greenfield subdivisions rather than intensification. Existing greenfield subdivisions in the area are nearing full development and there is only approximately 2.5 years' worth of housing supply remaining within these subdivisions. Other vacant, and residentially zoned land, is in small parcels which will not allow for a master-planned development (contributing to a well-functioning urban environment) or significant capacity.

No other national policy statements are relevant to the Project or the Site.

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he National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health applies, and resource consent may be required in this respect. No other NES apply to the project or the Site.

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Section 7: Eligibility

Will access to the fast-track process enable the project to be processed in a more timely and cost-efficient way than under normal processes?

Yes

Please explain your answer here:

In the absence of the fast-track process, residential development as proposed on the Site would likely require completion of the Canterbury Regional Policy Statement review, followed by a plan change to the Christchurch District Plan, followed by a subdivision resource consent. Each of these processes would essentially require the rehashing of the same information in a different context. Planning processes, in particular the Canterbury Regional Policy Statement review, are likely to be subject to lengthy appeals processes. It is anticipated that these processes would take in order of 5+ years to enable the project to deliver additional housing capacity.

What is the impact referring this project will have on the efficient operation of the fast-track process?

Please write your answer here:

This project is environmentally low-risk whilst addressing one of the key priorities of the fast-track process, housing supply. There is essentially only one issue requiring determination, the enablement of housing within the airport noise contours. There are limited affected parties, enabling the application to be processed efficiently.

Has the project been identified as a priority project in a:

Not Answered

Please explain your answer here:

No

Will the project deliver regionally or nationally significant infrastructure?

Not Answered

Please explain your answer here:

No

Will the project:

increase the supply of housing, address housing needs, contribute to a well-functioning urban environment

Please explain your answer here:

The project will enable residential development of greenfield urban land adjacent to existing residential development, while retaining the balance of land within the zone for business/industrial use.

There is a shortfall of housing capacity in north-west Christchurch, with only approximately 2.5 years' of greenfield land supply remaining. Analysis undertaken for Christchurch City Council (for Plan Change 14) shows that infill and redevelopment of existing residential sites is unlikely to be feasible in this location. Accordingly, this is not a solution to the housing capacity shortfall.

The project will contribute to a well-functioning urban environment by enabling housing in a location proximate to employment and amenities, and well serviced by public transport. A development of this size will allow for a cohesive, serviced development as opposed to ad hoc solutions. Other available land in north-west Christchurch is predominantly held in small parcels that will not provide for a cohesive and well-functioning development, or sufficient capacity.

Will the project deliver significant economic benefits?

Yes

Please explain your answer here:

The project will have positive effects for the construction industry during the development phase. The project will provide housing supply in proximity to key transport routes and existing and future employment opportunities. Provision of housing supply contributes to managing housing affordability issues.

Will the project support primary industries, including aquaculture?

No

Please explain your answer here:

Will the project support development of natural resources, including minerals and petroleum?

No

Please explain your answer here:

Will the project support climate change mitigation, including the reduction or removal of greenhouse gas emissions?

Yes

Please explain your answer here:

By providing additional development capacity on key public transportation routes, and in close proximity to other employment opportunities, a reduction in vehicle-generated greenhouse gases can be anticipated. The first transport related target identified in New Zealand's Emission Reduction Plan is to "reduce total kilometres travelled by the light fleet by 20%" and this project contributes to that through Action 10.1.1 "integrating land-use planning, urban development and transport planning and investments to reduce transport emissions" and Action 10.1.2 "supporting people to walk, cycle and use public transport".

Will the project support adaptation, resilience, and recovery from natural hazards?

Yes

Please explain your answer here:

The project will provide additional housing supply away from coastal areas and areas previously subject to liquefaction and slope instability during the Canterbury earthquakes.

Will the project address significant environmental issues?

No

Please explain your answer here:

Is the project consistent with local or regional planning documents, including spatial strategies?

Yes

Please explain your answer here:

In part.

The Site is identified and zoned for urban development of varying degrees across the district plan and regional planning documents: the Site is zoned industrial under the Christchurch District Plan – although it is currently an undeveloped greenfield site; is identified as 'Greenfield Priority Areas – Business' under the Canterbury Regional Policy Statement; and the site is identified as an urban area under the recent Greater Christchurch Spatial Plan. This varies from many other greenfield sites, which are rural land.

The project is broadly consistent with the above urban identification in the local and regional planning documents, although the nature of urban land use is different. This project will see the residential development of the part of the site adjacent to existing residential development and visitor accommodation. The remainder of the site, adjacent to State Highway 1, is the subject of another Fast-Track consenting application seeking the development of an automotive dealership hub.

Collectively, the development of the site will be consistent with the local and regional planning documents, with the exception of the type of urban land use (business or residential), and policy directions in relation to residential development under airport noise contours.

Anything else?

Please write your answer here:

Does the project includes an activity which would make it ineligible?

No

If yes, please explain:

Section 8: Climate change and natural hazards

Will the project be affected by climate change and natural hazards?

No

If yes, please explain:

Section 9: Track record

Please add a summary of all compliance and/or enforcement actions taken against the applicant by any entity with enforcement powers under the Acts referred to in the Bill, and the outcome of those actions.

Please write your answer here:

None.

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Declaration

Do you acknowledge your submission will be published on environment.govt.nz if required

Yes

By typing your name in the field below you are electronically signing this application form and certifying the information given in this application is true and correct.

Please write your name here:

Andre Heyns

Important notes