

Submitted to Fast-track approval applications
Submitted on 2024-05-03 17:52:31

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:

PO Box 4204
Christchurch 8140

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:

Level 3, Anderson Lloyd House
70 Gloucester Street
Christchurch Central City
Christchurch 8013

Section 1: Project location

Site address or location

Add the address or describe the location:

The corner of Russley Road and Memorial Avenue, Christchurch. Including:

(a) 400 Russley Road, being legally described as Section 8 SO 544350 and recorded in record of title 1006889;

(b) 475 Memorial Avenue, being legally described as Lot 2 DP 553686 and recorded in record of title 1006888;

The approximate site area is identified on the image attached. Visual simulations of the completed project and a site plan are also attached and discussed further in the project details question.

File upload:

Map - Miles Automotive Hub Site.pdf was uploaded

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Fast-track application - automotive dealerships - visuals and si.pdf was uploaded

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

Yes

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Collated Titles.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 owners 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:

Miles Group Automotive Hub

What is the project summary?

Please write your answer here:

The project will establish a central hub of multiple international automotive franchises, including sales and servicing. Sustainably designed buildings that incorporate international design features, high quality materials and complementary landscaping will enhance and promote the gateway transport route from Christchurch airport to the City.

What are the project details?

Please write your answer here:

The Project consists of four international automotive franchises incorporating sales, showrooms, display and associated office and workshop facilities with architecturally designed facilities. The buildings have been designed to face and positively interact with Memorial Avenue and accommodate § 9(2)(b)(ii) dealerships. Each dealership will include a showroom, outdoor display areas, a service workshop and ancillary offices. In particular, the § 9(2)(b)(ii) Building is intended to complement the overbridge arches and create a gateway effect; use sustainable and low-carbon building and construction materials, and implement the 4-star Greenstar principles.

Visual simulations and a site plan for the Project are provided as part of the site description above.

The proposed development is Stage 1 of a gateway automotive hub concept for the wider Industrial Park (Memorial Avenue) zone which adopts forward thinking design with a strong focus on the ability to repurpose buildings as the automotive industry changes to embrace the low emission sustainable future of motoring in New Zealand. Likely future offerings (not included as part of this application) will include complementary automotive and transportation activities given the site's ideal gateway location into and out of Christchurch City.

The Project consists of two main activities currently regulated by the Christchurch District Plan: Yard Based Suppliers and Service Industry, with ancillary offices and signage proposed to support the dealerships.

The Miles Group Automotive Hub provides for the anticipated future of automotive dealerships. Miles Group is anticipating that vehicle display will reduce over the coming 10 to 15 years with a consequential reduction in the presence of automotive yards within the Central City. The future of dealerships will involve a combination of superstore dealerships on the outskirts of cities, with a much larger range of vehicles for purchase 'on the spot' without delivery delays, supported by a range of smaller test drive centres, small city dealerships, online stores, mobile/pop up dealerships, and home or

work place visits by a sales person directly to customers. The Automotive Hub on Memorial Avenue aligns with this anticipated change, establishing a hub of superstore dealerships out of the central city.

In this context, Miles Group anticipates that it will maintain a presence in central Christchurch, however its land requirements are likely to reduce over time with an associated transition to other commercial or health related activities being established on its existing central city sites.

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

Please write your answer here:

Stage 1 of the project is to undertake the underlying subdivision, including engineering design and construction of earthworks, internal roads and intersections onto Memorial Avenue, and the installation of utility services. The Stage 1 subdivision consent has been granted and initial preparatory works to give effect to the consent, including confirmation of further approvals required, is now being undertaken.

The project is otherwise anticipated to proceed in a minimum of three stages, commencing with the construction of the § 9(2)(b)(iii) dealership, followed by construction of the other dealerships.

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

Please write your answer here:

Resource consent is sought under the Resource Management Act 1991 for land use consent.

Out of an abundance of caution, if required, a permit to trap and relocate lizards in terms of an approved Lizard Management Plan under the Wildlife Act 1953 may be necessary prior to the commencement of subdivision earthworks.

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

Please write your answer here:

Christchurch City 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:

A land use consent application for the Project has been lodged with the Christchurch City Council and accepted. This application has been on hold since 9 November 2022 while the Applicant progressed the subdivision consent. The Applicant understands this application will need to be withdrawn if the Project is accepted as a listed or referred Project.

Resource consent for subdivision, earthworks, NES site contamination and street tree removal consent has been granted by the Christchurch City Council for the Stage 1 subdivision, to create proposed Lots 1 -3, a balance lot, and public and private roads.

A construction phase stormwater discharge consent has also been obtained from Canterbury Regional Council (CRC224947).

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 § 9(2)(b)(iii) dealership would commence as soon as regulatory approvals and the approval of § 9(2)(b)(iii) New Zealand is confirmed. A detailed contractor's project schedule has been prepared. This anticipates approximately 6 months for detailed design and building consents, followed by an approximate 14 month construction period to completion, with procurement occurring through the detailed design, consenting and early construction phases.

It is anticipated that the Toyota project would progress in tandem with subdivision works. Granting of a Wildlife Act permit, if required, through the Fast Track process will enable the subdivision to progress without delay.

Section 3: Consultation

Who are the persons affected by the project?

Please write your answer here:

The Applicant's assessment is that there are no affected parties, as assessed under s95E of the Resource Management Act 1991. The proposed activities are generally anticipated with the Industrial Park zoning of the land. The project is surrounded on two sides by land owned by the Applicant, and accordingly the activities are well separated from surrounding land uses. On the other two sides, the site is adjacent to State Highway (including the significant Gateway Bridge overpass structure), and Memorial Avenue (minimum of four lanes adjacent to the project site). Beyond these roads are Christchurch Airport land and Russley Golf Course.

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

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:

Extensive pre-application consultation was undertaken with the Christchurch City Council, including pre-application meetings and the proposal being considered by the Christchurch City Council's Urban Design Panel. The Urban Design Panel suggested some design amendments, including in relation to frontage landscaping, use of native species, sustainability principles and the design of the s 9(2)(b)(ii) frontage car display areas. The suggestions have been incorporated into the design where feasible and considered appropriate. Details of the project response to the Urban Design Panel recommendations was included in the application made to Council.

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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:

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:

The anticipated and known effects of the project primarily relate to non-compliances with permitted standards in the Christchurch District Plan.

- The project includes yard-based supplier and ancillary office activities at a scale that exceeds District Plan permitted levels for these activities within the Industrial Park zone. However, workshops/service industry activities (located behind the showrooms) remain the predominant building use. The activity mix is entirely appropriate for the site, given its high profile location at the gateway to the City and the corresponding need to establish a high level of building design and amenity in this location.
- The project also includes signage exceeding District Plan permitted levels. However, this is limited to advertising the dealerships on site, has a sleek, minimalist design, and is integrated with the overall design of the Site frontage.

An integrated transport assessment has been undertaken for the proposed activity. Overall, it is assessed that the proposal will not adversely affect the surrounding roading network and vehicles using the Site will be able to safely and efficiently manoeuvre within the development. Any effects are considered to be less than minor.

The Project involves development of areas that are currently grassed and that have been identified as potential lizard habitat. The Site has an urban zoning and is surrounded on three sides by urban land, however it is a greenfield site currently in pasture and has rural land on one side. If lizard habitat is present, preparation and approval of a Lizard Management Plan pursuant to Wildlife Act 1953 would be required prior to subdivision earthworks and any site development commencing. However, the provision of planting areas, incorporating native plantings, as part of the Project can provide new habitats for wildlife.

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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:

There are no provisions of the national policy statements that are relevant to the Project or the Site.

There are no relevant National Environment Standards relevant to the Site (noting that consent under the NES - Contaminants in Soil regulations has already been obtained with the Stage 1 subdivision consent).

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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:

The fast-track process will enable the Project to be approved and activities to commence on the ground in more timely and cost-efficient way than the standard RMA consenting process.

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

Please write your answer here:

The Project is ideally suited to the fast track. It will generate significant positive effects, while adverse effects are assessed as being less than minor. The Project is generally consistent with the applicable planning and policy framework. The majority of non-compliances with zone rules relate to built form and have been the subject of extensive consultation with Council's Urban Design Panel, resulting in a number of the Panel's suggestions being incorporated into the final proposal.

Expert assessments of the Project have been undertaken and an application for resource consent has already been prepared and accepted. The application is ready to be considered and determined.

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:

contribute to a well-functioning urban environment

Please explain your answer here:

Yes. The project will contribute to a well-functioning urban development by providing commercial activity and employment in a location that is well serviced by high frequency public transport and is proximate to homes and the Christchurch Airport 'Spitfire Square' service centre (which provides a supermarket and a number of retail and food/beverage outlets).

In addition, the treatment of the site frontage incorporates a public shared walkway / cycleway, which will fill cycleway 'network gaps' in this location.

Will the project deliver significant economic benefits?

Yes

Please explain your answer here:

The Project will deliver regionally significant economic benefits. This will be achieved through providing employment opportunities through the construction and operation of the development. The operational phase will provide employment in sales, management and automotive servicing. Once operational, it is anticipated that the Project will employ 120 people.

The Site has been recognised as a high profile 'Christchurch gateway' location, being the first site observed after exiting the Christchurch Airport precinct and travelling under the State Highway 1 Gateway Bridge towards the City. Development of this Site with high quality architectural buildings and landscaping will also reinforce Christchurch's post-earthquake physical and economic recovery, and its transition to a vibrant, modern city.

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:

It will offer low emission vehicles and servicing of those vehicles to support the reduction in greenhouse gases and help meet New Zealand's climate change goals. This contributes to the long-term vision set out in the Transport Chapter of Aotearoa's New Zealand's first emission reduction plan which is that "By 2035, Aotearoa New Zealand will have significantly reduced transport-related carbon emissions and have a more accessible and equitable transport system that supports wellbeing." One of the key actions to achieve that vision is to rapidly adapt low-emissions vehicles, which the Project will positively contribute to.

§ 9(2)(b)(iii) is committed to decarbonising the economy and preserving nature through lowering carbon emissions. Toyota aims to reduce the tailpipe carbon dioxide (CO2) emissions from their sold vehicles by continuing to electrify their fleet and trial new low emitting powertrains. They will pursue technological options that will further accelerate CO2 reductions to keep them on a downward trajectory to meeting NZ emissions targets.

Key Metrics and Targets for Toyota include:

- Minimum of 46% absolute reduction in Scopes 1, 2 and 3 emissions by 2030
- 50% of our suppliers to align with Science Based Target's (SBT's) by the end of 2025
- Achieve 1.5 degrees Celsius – aligned SBT by 2030
- 100% of § 9(2)(b)(ii) to remain Toitū Enviromark certified

The Project will support the automotive industry including positive changes moving towards electric vehicles and reductions in carbon emissions. By providing a central hub of multiple international franchises, the Project will 'set the stage' and create an inviting space for other industries making positive changes with regards to climate change.

The high level of amenity the Project will provide will also create an inviting and visual presence at the entrance of the city for other activities and businesses to benefit from. The Project will create an open and inviting frontage with a shared pedestrian and cycle pathway (on the City to Airport route) that will encourage and provide for non-vehicular modes of transport, which differs from your typical industrial development with screening and security fences. This in turn supports another key action in the Transport Chapter of Aotearoa's New Zealand's first emission reduction plan to "reduce reliance on cars and support people to walk, cycle and use public transport including by increasing support for walking and cycling, and ensuring safety streets and well-planned urban areas."

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

Yes

Please explain your answer here:

The Project Site is not in an "at risk" location from natural hazards. It is located inland and is not at risk from sea level rise; an increased flooding risk; or within a liquefaction management area.

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:

The Site is zoned Industrial Park Zone (Memorial Avenue) under the Christchurch District Plan and is subject to an associated outline development plan, consent is required as a discretionary activity but the Project is not unanticipated in the zone.

In addition to the zoning under the Christchurch District Plan, the Site is also identified as a Greenfield Priority Area: Business in the Canterbury Regional Policy Statement (on Map A) supporting urban development on the Site.

The Greater Christchurch Spatial Plan provides the Spatial Strategy for the region and identifies the Project Site as being located on alongside a core public transport route on both of its external boundaries in Map 2 (1 million people).

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:

The Applicant has not been subject to any compliance or enforcement actions under any of the legislation referred to in the Bill.

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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 Hynes

Important notes