



CLIENT

Ashville Limited

ADDRESS

9 Longley Place, Addington, Christchurch

REFERENCE

9049

3ASELINEGROUP

Report Information

Reference: 9049

Title: Application for Land Use Consent

Client: Ashville Limited

Filename: 9049 PLN APP 01_LUC_9 Longley Pl

Version: 1

Date: 7/10/2024

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1 Summary of application details

1.1 Report purpose

This report is an application for land use consent, including an assessment of the actual and potential effective environment, to establish visitor accommodation units in existing buildings at 9 Longley Place, Christchurch. This application has been prepared in accordance with Schedule 4 of the Resource Managem 1991 ('RMA' or 'the Act').

Applicant: Ashville Limited

Landowner: Ashville Limited

Owner's Address: 148 Victoria Street, Christchurch, 8013

Site Address: 9 Longley Place, Addington, Christchurch

Legal Description: Lot 1 Deposited Plan 58086 and Lot 1 Deposited Plan 62347

Record of Title: CB38C/101

Site Area: 3,195 m

District Plan Zoning: Christchurch District Plan ("the Plan"):

Zone:

Industrial General

Overlay:

Christchurch International Airport Protection Surfaces

Liquefaction Management Area (LMA)

Proposed Activity: The applicant seeks land use consent to establish visitor accommodation units in e

buildings as a discretionary activity under Rule 16.4.1.4a (D1) of the Plan.





2 Application site and surrounding environment

2.1 Application site

The application site is located at 9 Longley Place, Addington, Christchurch. It is legally described as Lot 1 Delan 58086 and Lot 1 Deposited Plan 62347 and contained in Record of Title CB38C/101, which is Appendix 1 to this application. The application site has a total area of 3,195 m

The site is irregular in shape. It contains seven buildings used for storage. The site is almost exclusively co hardstand with some vegetation on the west boundary. See sheet 1 of the Site and Building Plans in Appe which shows the current site layout.

Access to the site is from Longley Place via Leamington Street. Longley Place is a narrow no-exit road, with de-sac head and yellow no parking lines on the east side of the road. It provides access to Longley Reserv playground, and a residential development alongside the railway corridor (17 and 19 Longley Place crossing to the site is formed and sealed. The topography is flat. The application site is shown in Figure 1 by



Figure 1: Aerial image of application site taken from Canterbury Maps 30 August 2024.

2.2 Previous consents

Land use consent (ref: RMA/2001/3311) for 60 storage units in seven buildings with associated palandscaping was approved in April 2003. Building consent (ref: BCN/2002/10415) for the same storage unit approved in January 2003. Prior to its use for storage, the site was listed on Environment Canterbury's List. Use Register (LLUR) as having been used as a scrap yard and has been given a Hazardous Activities and In





Listing (ref: SIT 27397). See Appendix 3. Given the above, the land use changed in 2003, and the soil was at that point to establish the new activity with hardstand covering most of the application site. Any contamposite from the previous use as scrap yard, if still on site, will be contained under the hardstand.

2.3 Surrounding

The surrounding area consists of a mix of activities including offices, low to medium density reside commercial activities, and industrial activities. Directly to the north of the application site is a descorridor zoned Transport under the Plan. North of the rail corridor is Tower Junction Shopping Cerzoned Commercial Retail Park Zone. Directly south of the application site is Industrial General zoned land of Alis Panel and Paint, an auto body shop; Adler Glass, a glass and mirror shop, and dwellings at 5 and 10 Lo and 14 Leamington Street. To the east and south is low to medium density residential living with Density Residential Zone, and nestled within this zoning is Longley Reserve (a playground and park), which Open Space Community Parks. Across Whiteleigh Avenue to the west of the application site are commercial within the Commercial Office Zone, and southwest, Avida Park Lane rest home. Several motels and hotels area, and Lincoln Road, which is 550 m walking distance from the application site, supports number commercial, and recreational activities and amenities.

Other activities in the area include an Open Space Metropolitan Facilities Zone which includes the Raceway and Events Centre, the Apollo Projects Stadium, and Wolfbrook Arena; a commercial Mixe (east); Industrial General Zone (northeast); and Industrial Heavy Zone (50 m northwest of the application of the rail corridor). Further afield is Hagley Park at 1.3 km walking distance northeast and Riccarton shopping 1.3 km walking distance north.

Two bus routes are close to the application site accessed from Whiteleigh Avenue. Route 120 and the Orbit closest bus stop heading north (which is an accessible station) is 170 m walking distance from the application 230 m using the pedestrian refuge, and the closest bus stop heading south is 170 m walking distance from application site. The Christchurch Railway station is 550 m walking distance northeast.

Cycle lanes are on both sides of the Whiteleigh Avenue heading north towards Riccarton and south towards suburbs of South Christchurch and the Port Hills.

Overall, Addington is diverse in terms of its activities and land uses. It is well connected to services and fact the wider area through a variety of active and public transport modes and is an ideal location for visitor accommodation.





3 Description of the proposed activity

It is proposed to refurbish/remodel the existing buildings on site into 45 units for visitor accommon shared amenities. The shared amenities include a communal kitchen/bar, an outdoor area, a games room, a bike lock up area, and administrative facilities (an office and a reception area in two separate buildings), as a bin storage area at the vehicle entrance to the site. A copy of the proposed site and room layout is att Appendix 2. The specific elements of the proposal are discussed as follows.

3.1 Visitor accommodation units

Visitor accommodation is defined in the Plan as:

land and/or buildings used for accommodating visitors, subject to a tariff being paid, and includes any ancillary activities. Visitor accommodation includes hotels, resorts, motels, farm stays, bed and breakfasts, motor and tourist lodges, backpackers, hostels, camping grounds, hosted visitor accommodation and unhosted visitor accommodation.

The proposed units will accommodate visitors subject to a tariff being paid and will operate similarly to a motor lodge. Therefore, the proposal fits within the definition of visitor accommodation.

A total of 45 visitor accommodation units are proposed, six of which will be accessible units, and the remains will be standard units. The units will be contained in four existing buildings.

Units 1 to 6 (the accessible units) will be contained in the building on the south boundary of the site. This belocated 48 m from the centre of the nearest railway track. The building is also partially contained within the noise set back from a Major Arterial Road (Whiteleigh Avenue) where units 2 to 6 will be affected.

Units 7 to 22 will be contained in the westernmost building and will have 15 standard units and a communication of this building is proposed to be demolished as shown in the Site Layout Plan in Appendix 2. The best demolition) will be 14 m from the centre of the nearest railway track. The building is also partially conviction within the 40 m noise set back from a Major Arterial Road where all units except units 15 and 16 will be affected.

Units 23 to 38 will be contained in the middle building. All units will be standard units. A portion of this build proposed to be demolished as shown in the Site Layout Plan in Appendix 2. The building (post demolition) 14.5 m from the centre of the nearest railway track. The building is outside the 40 m noise setback from a Arterial Road and no units are affected.

Units 39 to 46 will be contained in the building on the east boundary of the application site. This building is the centre of the nearest railway track. The building is outside the 40 m noise setback from a Major Arteria and no units are affected.

Each accessible unit will be 5.68 m x 6.2 m²)(35h2 mits will contain an open plan living, kitchen, and sleepir area, with a separate bathroom and toilet, and a store area. The kitchen has a hob.

Each regular unit will be 5.68 m x 3.1 m. (The units will contain an open plan living, kitchenette, and sleepi area, with a separate bathroom and toilet. The kitchenette does not have a hob.

The proposal also includes shared facilities outlined in section 3 above. The activity will be managed on situe office and reception. The office is adjacent to the games room and the reception building is at the entrather site. The bar will not operate between the hours of 23:00 and 7:00.

3.2 Landscaping

Proposed landscaping is shown in Sheet 2 of the Site and Building Plan set in Appendix 2. Lands retained along the west boundary of the site with Whiteleigh Avenue. Additional landscaping will be provid





the communal outdoor living area, in front of Units 1-6, along the north boundary of the site between the band the rail corridor, and a triangle of landscaping adjacent to the bin storage area.

3.3 Services

The application site has access to all services including potable water, wastewater, water supply for firefigle electricity, and telecommunications. Water and wastewater water is available from Longley Place which the kitchen, the reception area and laundry, and the communal toilets will connect into. Minimal proposed to the built form, hence, there will be no changes to how stormwater is managed on-site.

3.4 Access and parking

Vehicle access to the site will be from Longley Place via Learnington Street, both of which are local vehicle crossing is approximately 6 m wide and is formed and sealed. The vehicle access is 5.5 m wide, allow a two-way flow of vehicles. Queuing space of 10 m from the kerb, or 8 m from the property boundary is averaged are proposed to the existing vehicle crossing or vehicle access to the site.

Two 90-degree mobility car parking spaces are proposed. The dimensions of the parking spaces are outl Table 1 below.

Table 1: parking space dimensions

Type of parking space	Stall width	Aisle width	Stall depth
Mobility Parking Space - 90 deg	relensi m	6.7 m	5.0 m

Pedestrian access is available from the west side of the application site from Whiteleigh Avenue via two per entrances. A footpath connects the north pedestrian entry to the communal kitchen and bar, the games roughly the units. A footpath connects the south pedestrian entry to the accessible units. Footpaths run be alongside each building. The footpaths are 1.2 m wide and are laid in different materials to the existing has material to ensure access for pedestrians is legible and straightforward to navigate. Pedestrian accessible along Leamington Street and Longley Place to the application site via a footpath.

Two-way vehicle movements are proposed:

- into the application site along the driveway;
- · between the building on the south boundary and the three north/south orientated buildings, and
- between the communal facilities and the westernmost building.

One-wayvehiclemovements re proposed between the three north/southoriented buildings. The one-way accesses are 6.2 m wide and include space for the footpaths alongside each building. Vehicle tracking diag are shown in Sheet 3 of the Site and Building Plans in Appendix 2.

Cyclists will be able to access the site from the pedestrian entrances from Whiteleigh Avenue or Longley Pl bicycle shed (2 m x 3 m) is proposed next to the communal outdoor area and provides space for three bicy securely stored.





3.5 Natural Hazards

The application site is in a Liquefaction Management Area. No vacant allotments are proposed, an buildings are proposed. Minimal change to the built form is proposed.

3.6 Earthworks

Earthworks of approximately 540with be required to establish new landscaping, to install services, to prepar the ground for sealing once portions of the existing buildings have been demolished, and to lay footpaths a communal outdoor area. The maximum depth of cut will be no more than 0.3 m. Fill will return the site to t level as previous.

3.7 Other matters

There are no other matters relating to the proposal which would require resource consent.





4 Planning framework

The Plan contains the relevant planning framework relating to the proposed visitor accommodation buildings on the application site.

4.1 Zoning

The application site is zoned Industrial General in the Plan, as shown in Figure 2 below. The site is also con the Christchurch International Airport Protection Surfaces, and Liquefaction Management Area (LMA) overla

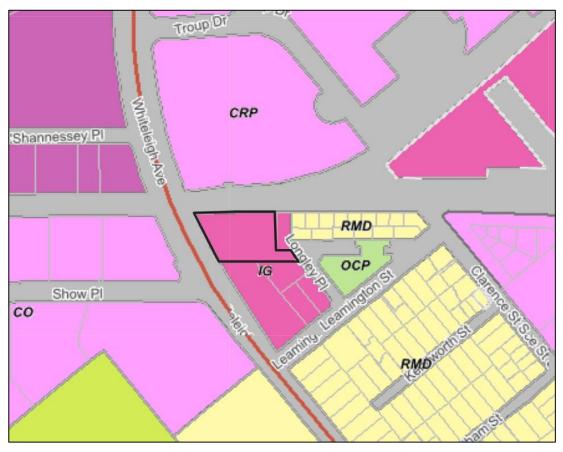


Figure 2: Excerpt from Planning Map 38 with the application site identified in black outline.

The application site is located on Longley Place which is classified as a local road in the Plan. The application also has frontage to Whiteleigh Avenue which is classified as a Major Arterial in the Plan.

4.2 Plan Change 14

The purpose of Plan Change 14 is to enable a greater scale and density of residential and business developed urban areas, as required by directions from central government in the Resource Management (Enabling Householder) and Other Matters) Amendment Act 2021 and the National Policy Statement on Urban Development

Some of the amendments proposed in this Plan Change have immediate legal effect upon public notification. Plan change. All other matters in Plan Change 14 will only have legal effect after the changes are made opthis case, there are no relevant rules.





4.3 Land use

Visitor accommodation in the Industrial General Zone is not listed as permitted, controlled, restricted discrenon-complying, or prohibited in the Plan and is therefore, a **discretionary activity** under **Rule 16.4.1.4a** (

The built form on site will reduce slightly following demolition of portions of two buildings closest to the rai corridor. No other change to the built form on site is proposed. No assessment of the Industrial General Zo form standards has been undertaken as the change in built form is minor and will decrease slightly.

4.4 Transport

The following is an assessment against the relevant activity specific standards and other transport rules.

Rule	Proposal	Compliance	
7.4.3 Standards - Transport			
7.4.3.1 Minimum and maximum number and dimensions	s of car parking spaces required		
a. Outside of the Central City i. Any car parking spaces available to the general public, car parking spaces shall be provided with the minimum dimensions in Table 7.5.1.2 in Appendix 7.5.1, which states: Mobility Parking Space 90 degrees • Stall width – 3.6 m • Aisle Width – 6.6 m • Stall Depth 5.0 m	The dimensions of the car parking space outlinedin Section 3 of this report and both mobilityparkingspaces meet or exceed the minimum dimensions.		
ii. Any activity: a. where standard car parking spaces are provided, at least the minimum number of mobility parking spaces in accordance with Table 7.5.1.2 in Appendix 7.5.1 shall be provided on the same site as the activity. Table 7.5.1.2 identifies for 1-20 standard car parks provided; one mobility space is required.	No standard car parks are provided; he mobility spaces are required. Notwithsta the above, two mobility parking space are provided.	nce no Complies nding	
7.4.3.2 Minimum number of cycle parking facilities required			
a. Any activity, at least the minimum amount of cycle parking facilities in accordance with Appendix 7.5.2 shall be provided on the same site as the activity. Appendix 7.5.2 – Cycle parking facilities a. Visitor cycle parking facilities, i. The number of visitor cycle parks provided on the	For visitor accommodationone visitor cycle space per 20 bedrooms (outside the central is required. The activity proposes 45 bedrowhich equates to two visitor cycle parks. For visitor accommodation, one space pure full time equivalents of the control of the con	oms,	



Rule	Proposal	Compliance
same site as the activity shall be at least the minimum number of visitor cycle parks specified in Table 7.5.2.1. For visitor accommodation (n), 1 space per 20 bedrooms outside the Central City. b. Staff/residents/students cycle parking facilities, The number of staff/residents/students cycle parks provided shall be at least the minimum number of staff/residents/students cycle parks in Table 7.5.2.1. For visitor accommodation, one space per five full time equivalent staff (outside the Central City) is required.	five full time equivalent staff, which eq one cycle park. A bicycle shed (2 m x 3 m) for cycle proposedadjacentto the communabutdoor area, which is a sufficient size to accommo three bicycles. All standards for cycle parki Appendix7.5.2.a.ii - xi and b. ii - v can be complied with as a condition of consent offered as such.	parking is date ng in
7.4.3.3 Minimum number of loading spaces required		
a. Any activity where standard car parks are provided, at least the minimum amount of loading spaces in accordance with Appendix 7.5.3 shall be provided on the same site as the activity. Appendix 7.5.3.a, states the minimum number of onsite loading spaces provided shall be in accordance with Table 7.5.3.1, Table 7.5.3.1.l - other visitor accommodation, if not specified above, requires 1 bay/ 100 units or 100 bedrooms, which ever is the greater for heavy vehicles and 1 bay / 50 units or 50 bedrooms whichever is the greater, for 99 percentile vehicles.	Standard car parks are not provided. Notwithstanding this, there is sufficient on site to provide for one loading space an 99 percentile vehicle.	space
7.4.3.4 Manoeuvring for parking and loading areas		
a. Any activity with vehicle access shall provide onsite manoeuvring in accordance with Appendix 7.5.6 which states: a. Parking spaces shall be located so as to ensure that no vehicle is required to carry out any reverse manoeuvring when moving from any vehicle access to any parking spaces, except for parallel parking spaces. b. Parking spaces and loading spaces shall be located so that vehicles are not required to undertake more than one reverse manoeuvre when manoeuvring out of any parking space or loading space. c. For any activity, the vehicle access manoeuvring area shall be designed to accommodate the 85th percentile design motor car, as specified in Appendix 7.5.4, as a minimum. b. Any activity with a vehicle access to: vii. A local street outside the Central City core and the vehicle access serves six or more parking	Vehicles can enter the mobility spaces needing to reverse when moving from the access to the parking space. Vehicles manoeuvring from the mobility will not be required to undertake more that reverse manoeuvre when manoeuvring out parking space. Vehicle manoeuvring spaces have been de to accommodate 85h percentile design motor car.	spaces n one t of any signed
spaces, an on-site manoeuvring area shall be provided to ensure that a vehicle can manoeuvre in a forward gear on to and off a site. 7.4.3.5 Gradient of parking and loading areas	The site is flat.	One and
5		Complies



Rule	Proposal	Compliance
7.4.3.6 Design of parking areas and loading areas		
a. All non-residential activities with parking areas and/or loading areas used during hours of darkness, lighting of parking areas and loading areas shall be maintained at a minimum level of two lux, with high uniformity, during the hours of operation.	A lightingplan is offered as a condition of consent to ensure compliance with this rule	Complies
b. Any urban activity, except i. residential activities, hosted visitor accommodation or unhosted visitor accommodation, containing less than three car parking spaces; or ii. sites where access is obtained from an unsealed road; or iii. temporary activities and buildings. shall have the surface of all car parking areas, and associated access areas shall be formed, sealed and drained and car parking spaces permanently marked.	All parking spaces will be formed, seale drained, and the spaces permanently mark	complies ed.
7.4.3.7 Access design		
a. Any activity with vehicle access, access shall be provided in accordance with Appendix 7.5.7, which states: a. All vehicle access to and within a site shall be in accordance with the standards set out in Table 7.5.7.1 below. For the purposes of Table 7.5.7.1 visitor accommodation for up to ten guests shall comply with the standards for residential activities.	The proposed activity has more than 10 therefore, the standards for residential cannot be used for access design. The access is 5.5 m wide, which fits w requirements.	activitý
For all other activities with 1 - 15 marked parking spaces: Minimum formed width – 4.0 m		
Maximum formed width – 7 m		
b. Any activity providing 4 or more car parking spaces or residential units: queuing spaces shall be provided in accordance with Appendix 7.5.8, which states: a. On-site queuing spaces shall be provided for all vehicles entering a parking area or loading area in accordance with Table 7.5.8.1, b. for 11-20 parking spaces accessed from a local road, a queuing length of 6 m is required.		Complies
7.4.3.8 Vehicle crossings		
a. Any activity with vehicle access to a road, a vehicle crossing shall be provided, constructed from the property boundary to the edge of carriageway.	The vehicle crossing is existing and is form accordance with this requirement.	ed in Complies
e. Any activity with a vehicle crossing, shall have the maximum number of vehicle crossings in accordance with Table 7.5.11.2 (outside the Central City) in Appendix 7.5.11.	The proposal has one vehicle crossing.	Complies





Rule	Proposal	Compliance
f. Any activity with a vehicle crossing shall provide the minimum distance between a vehicle crossing and an intersection in accordance with Table 7.5.11.4 in Appendix 7.5.11. Table 7.5.11.4 requires a separation of 10 m where the frontage road is a local road and the intersecting	intersectionof LongleyPlace (localroad)and Leamington Street (local road) by 60 m.	Complies
road is a local road.		
7.4.3.9 Location of buildings and access in relation to re	oad/rail level crossings	
d. Any building located close to a level crossing not controlled by automated warning devices (such as alarms and/or barrier arms).	The level crossing is controlled by auto warning devices (barrier arms and alarms) this rule is not applicable.	mated hence,
7.4.3.10 High trip generators		
This rule applies to activities located outside the Central City, and activities within the Central City that are not exempt from this rule under b. below, that exceed the following thresholds. xi. Mixed use and other activities not listed shall not have more than 50 vehicle trips per peak hour or 250 heavy vehicle trips per day (whichever is first) 'Peak Hour' are those hours between 15:00 and 19:00 hours on a weekday.	The activity proposes 45 one-bedroom unit two mobility car parks. The proposal car visitors to Christchurchwho mayor may not arrive by vehicle given the proximity of transport. Given the above, the activity is a to generate 50 vehicle trips per hour or 250 vehicletrips per day. Hence, this rule is not considered applicable.	ters to public inlikely

Given the above assessment the proposal is assessed as a permitted under the Transport section of the P

4.5 Earthworks

Under Rule 8.9.2.1 (P1), earthworks not for the purpose of the repair of land used for residential damaged by earthquakes is a permitted activity if the activity meets all the activity standards. The activity standards are assessed below:

Rule	Proposal	Compliance
8.9.2.1 (P1) Activity Specific Standards		
a. Earthworks shall not exceed the volumes in Table 9 over any 12-month time period. Industrial General Zone, 1000 m ³ /ha.	The applicationsite is 3,195m² which equates to 0.32 hectare total of 320³ mf earthworks permitted on this site, which proposal is estimated to except at 540 m².	s. A is n the
b. Earthworks in zones listed in Table 9 shall not exceed a maximum depth of 0.6m, other than in relation to farming activities, quarrying activities or permitted education activities.	Excavation will not exceed 0.3	Complies
c. Earthworks shall not occur on land which has a gradient that is steeper than 1 in 6.	The site is flat.	Complies
d. Earthworks involving soil compaction methods which create vibration shall comply with DIN 4150 1999-02 and compliance shall be certified through a statement of	Soil compaction is not anticipated. If soil compaction required, this standardcan be	





Rule	Proposal	Compliance
8.9.2.1 (P1) Activity Specific Standards		
professional opinion provided to the Council from a suitably qualified and experienced chartered or registered engineer.	complied with as a conditio consent.	n of
e. Earthworks involving mechanical or illuminating equipment shall not be undertaken outside the hours of 07:00 – 19:00 in a Residential Zone.	This standard can be complied a condition of consent and is offered as such.	Complies
f. Earthworks involving mechanical equipment, other than in residential zones, shall not occur outside the hours of 07:00 and 22:00 except where compliant with NZS 6803:1999.	This standard can be complied a condition of consent and is offered as such.	Complies
g. Filling shall consist of clean fill.	Fill will consist of clean fill.	Complies

Given the above assessment the proposed earthworks are **restricted discretionary** pursuant to Rule 8.9. for exceeding the maximum volume of earthworks.

4.6 Natural hazards

The application site is within the Liquefaction Management Area Overlay. Under Rule 5.5.1, all act Liquefaction Management Area are a permitted activity unless specified in Rules 5.5.2 or 5.5.3, or a specified elsewhere in the District Plan.

Rule 5.5.2 is not applicable as no subdivision is proposed. The application site is greate²; **thoundly 500**tm does not qualify as a controlled or restricted discretionary activity under any of the residential rules noted 5.5.3 and Rule 5.5.3. Hence, visitor accommodation existing buildings a **permitted** ctivity under the Liquefaction Management Rules of the Plan.

4.7 Noise

The following is an assessment against the relevant noise rules of the Plan:

Rule	Proposal	Compliand
6.1.7 Rules – Activities near infrastructure		
Rule 6.1.7.2.1 – Sensitive activities near roads and railways		
i. Any part of an addition of a whole room to an existing building, or any part of a new building, intended for a sensitive activity, or the conversion of an existing building so that it may be used for a sensitive activity within the distances specified from a road or a railway network, shall be designed and constructed so that noise from road or railway sources will not exceed internal sound design levels specified in Table 1 below, except where: A. the space is non-habitable and only able to be occupied in a transient manner such as - plant rooms, lift shafts, stairwells, bathrooms, laundry rooms, toilets, pantries, walk-in wardrobes, corridors, clothes drying rooms, or entrance areas; or B. the nearest façade of the building is at least 50 metres from all state highways, and railway tracks, and there is a solid building or landform that blocks the line-of-sight from all parts of all windows and doors to all parts of any state highway road surface or all points 3.8 metres above railway tracks.	The proposal involves the converse of existing buildings into habitable units for visitor accommodation which is considered a sensitive activity. All bedrooms will be designed to achieve an internal sound level of 35dBLAEq(1h) and other habitable rooms will be designed to achieve internal sound level of 40dBLAEq A condition of consent with respeproviding an acoustic assessment the time of building consent is anticipated.	e an (1h). ct to



Rule	Proposal	Complianc
6.1.7 Rules – Activities near infrastructure		
bedrooms must be 35dBLAEq (1h) and for other habitable spaces and spaces used for other sensitive activities, 40dBLAEq (1h). Table 1 specifies a distance of 40 m from the nearest edge of the nearest marked traffic lane of any Major or Minor arterial roads where the internal design sound levels for all rooms must be 40dBLAEq (1h).		
ii. Compliance with Rule 6.1.7.2.1.i a shall be demonstrated by either: A. providing the Council with a design report at the same time as the building consent application, which is prepared by a suitably qualified acoustics specialist, stating that the design proposed is capable of meeting the required internal noise levels; or B. providing Council with a report at the same time as the building consent application, which is prepared by a suitably qualified acoustics specialist, stating that the sound incident on the most exposed part of the proposed façade of the affected space is less than 55 dB LAEq (1h) for rail noise or less than 57 dB LAEq (24h) for road traffic noise.	One of these methods will be use demonstratecompliancewith Rule 6.1.7.2.1a at the time of building consent.	-
iv. Determination of the internal design sound levels, including any calculations, shall be in accordance with the following requirements: A. Rail noise shall be deemed: I. to be 70 LAEq (1h) at a distance of 12 metres from the edge of the nearest railway track; and II. to reduce at a rate of 3 dB per doubling of distance up to 40 metres and 6 dB per doubling of distance beyond 40 metres; B. N/A C. Any external noise levels shall be assessed at the location of the most exposed part of each proposed façade of the affected space(s). D. Any calculations of noise for the purpose of determining internal noise levels shall take into account all of the relevant external elements of a habitable space at the same time, including roof areas and walls. E. Internal design sound levels shall be achieved in conjunction with the ventilation requirements of the New Zealand Building Code, or an amendment to or replacement of the Building Code. If windows are required to be closed to achieve the internal design sound levels, then a mechanical ventilation system and	Determination of the internal of sound levels, including any calculations, shall be in accord with the requirements of this rule	ance
air conditioning unit are required. v. Mechanical ventilation systems shall meet the following specifications when running: A. Satisfy clause G4 of the New Zealand Building Code, or any amendment to or replacement of that clause, as if the windows and external doors cannot be opened; and B. 35 dB LAEq (30s) at nighttime in bedrooms when measured 1 metre away from any grille or diffuser; and C. 40 dB LAEq (30s) in any other space when measured 1 metre away from any grille or diffuser.	Mechanical ventilation systems w running will meet the specifica outlined in this rule.	





Rule	Proposal	Complianc
6.1.7 Rules – Activities near infrastructure		
vi. Air conditioning units shall meet the following specifications when running: A. 35 dB LAEq (30s) at nighttime in bedrooms when measured 1 metre away from any grille or diffuser; and B. 40 dB LAEq (30s) in any other space when measured 1 metre away from any grille or diffuser.	Air conditioning units when run will meet the specifications out in this rule.	

Given the above, the proposal is assessed as **permitted** under the noise chapter of the Plan.

4.8 Christchurch International Airport Protection Surfaces

Any activity not specifically provided for as a restricted discretionary (Rule 6.7.4.1.3) or prohibited act 6.7.4.1.3) is permitted under Rule 6.7.4.1.1 (P1). The activity does not fall under the activities specified in or Rule 6.7.4.1.3; hence, the proposed visitor accommodation units are **permitted** under the Christchurch Protection Surfaces rules.

4.9 Late night licenced premises

The legal sale and/or supply of alcohol is permitted under 6.9.4.1.1 (P1), if the sale and/or supply of alcohol take place between the hours of 23:00 and 07:00 from any site located within 75 m of a residential zone, we exceptions, none of which apply in this circumstance. The proposed bar is located within 75 m of a resident however, the proposed bar will not sell or supply alcohol between the hours of 23:00 and 7:00. Hence, the is assessed as **permitted** under the late-night licenced premises rules of the Plan.

4.10 Activity status

Overall, land use consent is sought for a discretionary activity under the Christchurch District Plan due to

- Rule 16.4.1.4a (D1) discretionary as visitor accommodation is not otherwise provided for in General Zone.
- Rule 8.9.2.3 (RD1) restricted discretionary for exceeding the maximum volume of earthwork matters of discretion are outlined in Rule 8.9.4.





5 Assessment of relevant objectives and policies

Under Schedule 4 Clause 2(g) of the RMA, the following is an assessment of the activity against objectives and policies of the District Plan and Canterbury Regional Policy Statement.

5.1 Christchurch District Plan

Objective or Policy	Proposal	Assessment
Industrial General	Chapter	
Objective 16.2.1 – Recovery and growth	The site is considered underutilised from an economic persponded will make use of an existing industrial zone, with a use of the potential generategreatereconomic persponding facility use. Although the proposal will not support and strengthen industry in industrial zones, the application site's location is considered site's full potential for industrial use is curtailed given the site is a via Leamington Street (local road) to Longley Place. Longley narrow, no exit local road, with a cul-de-sac head and yello lines on the east side of the road. It provides access to a local pla and a residential development alongside the railway corridor Longley Place). High levels of heavy vehicle traffic, which is anticindustrial zones, would be undesirable in this location. In a surroundingland uses (residential open space, commercial, retail, recreational), coupled with the accessibility of the site regar public and active transport modes makes this site both suitable and desirable for visitance ommodation. Thuse of landoned industrial general, which may not be able to be used to its fullispote considered contrary to the recovery and economic growth of the industry.	existing unique. The accessed Place is a w no parking yground (17 and 19 ipated in addition, the ding both al ntial,
Policy 16.2.1.1 – Sufficient land supply	Althoughthe proposalchangesthe use of the land from industrial to commercial, the zoning will remain. Establishing an employmen generating activity compatible with the unique circumstance of the not preclude future industrial use of the site and will therefore many supply of industrial zoned land. The site is considered underutilist economic perspective. The site's full potential for industrial use is given the access via Leamington Street (local road) and Low Longley Place is a narrow, no exit local road, with a cul-de-sac he yellow no parking lines on the east side. It provides access playground and residences adjacent to the railway corridor. The local area supports a diverse range of activities including corretail, entertainment, sporting events, offices, research, educand beverage, and care of children; hence, the area is more mixed industrial. The application site is well connected to services and find the wider area through a variety of active and public tramaking it an ideal location for visitor accommodation.	ne site will aintain the ed from an curtailed ngley Place. ad, and to a local mmercial, ation, food ed use than acilities
16.2.1.3 Policy - Range of industrial zones	The IndustrialGeneralzone seeks to provide for industrial activities compatible with, and able to operate close to, other more sensiting the proposed visitor accommodation use, which is not, strictly sindustrial in nature, is compatible with the immediately adjoining residential use and will not preclude any future industrial use of which would also have to be compatible with the surrounding unique context of this site.	ve uses. beaking, f the site,
Policy 16.2.1.4 –	Although visitor accommodation is not specifically provided to	Noंf contrary



Objective or Policy	Proposal	Assessment
Activities in industrial zones	Industrial General Zone, in this location in Addington, visitor accommodation is considered a suitable and efficient use of particularly transport resources.	resources,
	The industrial zones in Addington are a mixture of activities commercial retail, entertainments porting events, offices, research, education, food and beverage, and care of children, among other Addington's diversity in terms of its activities and land uses, as we connections to services and facilities in the wider area through a active and public transport modes makes it an ideal location accommodation.	activities. rell as its variety of
	Visitor accommodation activities are known to generate effection anticipated in purely residential environments. Hence, visitor accommodation best located in mixed areas where amenity is anticipated to be lower, which this area is.	cts greater
Objective 16.2.2 – Brownfield redevelopment	Redevelopmen b f this underutilisedndustrialsite will support the recovery and economic growth of the district, by enabling a job generating development, in keeping with and further sumixed use nature of Addington in this location.	commercial,
	Addington in this location is close to the Central City as we Junction and Riccarton Shopping areas, with excellent public access. The location of visitor accommodation in an area th visitors from around New Zealand and the world, is considered and suitable. Given the site's location and accessibility, ther significant adverse distribution or urban form effects on the and commercial centres.	transport at attracts opropriate e will be no
Policy 16.2.2.1 - Brownfield site identification	The land is currently being used for industrial purposes (sto consideredunderutiliseds the use of the land is low intensity.lts redevelopment existing buildings to visitor accommodation considered efficient and will generate more employment tha facility.	
	Given the unique circumstances of the site (access via Longley Sthe surroundingand uses), the use of the site is curtailedfor many industrial uses and therefore the change in use will not adversely anticipated supply of industrial land.	
Policy 16.2.2.2 - Brownfield	The proposal will allow the redevelopmen of the applications ite in accordance with Policy 16.2.2.1.	Consistent
redevelopment	The proposed commercial activity will not have adverse dist urbanform effects on the CentralCity and commercialcentres; and industrial activities will remain the predominantuse in the same geographic area zoned industrial.	ributional or
	Given the unique characteristics of the site, and the surrour uses of Addington in this location, the proposal is unlikely to reverses ensitivity effects. It is also unlikely to affect the safety and efficiency of the transport system given the low number of proposed and the excellent accessibility to the site from public at transport modes given its proximity to bus stops, cycle routes, the Christchurch Railway Station, and shopping areas.	o give rise to car parks
	Appropriate amenity can be achieved with onsite landscaping (exproposed) and given the location of the site adjacent to an Reserve.	
	Contaminated and will be managed accordance with national and regional standards.	



Proposal **Objective or Policy Assessment** The proposal will not detract from the Central City and existing commercial centres as focal points for commercial and other activities given the unique circumstances of the site and surrounding area. Given existing buildings are being refurbished, there is limited scope for the development to be comprehensively planned, or urban design and crime prevention through environmental design to be considered as it would be with a new build. However, accessibility has been considered and all modes of transport can be accommodated. The current character of the area will be maintained given the existing buildings are being refurbished The effects of natural hazards will be managed where appropriate. The design of the development will meet all noise standards to mitigate the effects of traffic and rail noise. Strategic Objectives 3.3.10 Objective The change in land use from industrial general to visitor accommodations tent will stimulate long-term economic and employment growth by locating a Commercial Industrial Activities suitable business for this area of Addington on a suitable site. The location of three events centres within 1 km of the application site means that local visitor accommodations likely to be desirable and potentially more desirable and useful than industrial uses. As noted above, the site is considered underutilised from an economic perspective. The site's full potential for industrial use is curtailed given the access via Leamington Street (local road) and Longley Place. Longley Place is a narrow, no exit local road, with a cul-de-sac head, and yellow no parking lines on the east side. It provides accessocad playground and a residential development alongside the railway corridor. Visitor accommodation is not considered incompatible with suggestivent Objective 3.3.14 Incompatible Activities land uses given the mixed use of Addington in this location. **Transport Chapter** Objective 7.2.1 The location of visitor accommodation this site will support an Consistent Integrated transport integrated transport system for the Christchurch District. The application svstem site is close to public transport (bus stops), as well as the Christchurch Christchurch District Railway Station which offers tourist train services through Arthurs Pass to the West Coast and scenic journeysalong the east Coast to Picton connecting to the ferry service to the North Island. The application site is within walking distances to numerous amenities including Tower unction shops and cafés; Lincoln Road shops, cafes, restaurants and bars, and three Events Centres. There is cycling infrastructure to support active travel modes. The location of visitor accommodation in this area will reduce dependency on motor vehicles, will support active travel modes, and will support a safe and efficient transport system. 7.2.1.4 Mobility parking has been provided and there is sufficient space or sites forent Policy loading to meet the expected needs of visitor accommodation. Requirements parking and loading The proposal supports both active transport and public transport deadsistent Policy 7.2.1.6 - Promote excellent location. public transport and active transport Safety at the level crossing adjacent to the site will be maintainsistent no Policy 7.2.1.7 – Rail level vehicle access from the site to Whiteleigh Avenue is proposed. crossings **Earthworks Chapter**





Objective or Policy	Proposal	Assessment
Objective 8.2.4 – Earthworks	The proposed earthworks will facilitate the development of visitor accommodation, allowing repurposing of existing buildings.	Consistent
Policy 8.2.4.3 – Benefits of earthworks		
Policy 8.2.4.1 – Water quality	The proposed earthworks will be managed according to a Soil and SedimentControl Plan so that earthworksdo not result in erosion, inundation or siltation. There are no surface water bodies in provide site and ground water is not expected to be affected.	
Policy 8.2.4.4 – Amenity	The groundlevel will remainthe same followingearthworks and all earthworks areas will be sealed, paved, or landscaped; hence, th will not result in shading, visual impacts, loss of privacy or other from amenity values.	e proposal

5.2 Canterbury Regional Policy Statement

Under sections 73(4) and 75(3)(c) of the RMA, local authorities must ensure that their district plans continueffect to the relevant regional policy statement. Therefore, it is considered that if an activity is consistent volgectives and policies of the relevant district plan or proposed plan, that it is also consistent with the objectives of the regional policy statement. The relevant objectives and policies of the Canterbury Region Statement are outlined below.

Objective or Policy	Proposal	Assessment		
Recovery and Rebuilding of Greater Christchurch – Chapter 6				
Objective 6.2.4 — Integration of transport infrastructure and land use 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; 2. reducing dependency on private motor vehicles; 3. reducing emission of contaminants to air and energy use; 4. promoting the use of active and public transport modes; 5. optimising use of existing capacity within the network; and 6. enhancing transport safety. The following policies implement this objective: Policies 6.3.1, 6.3.2, 6.3.3, 6.3.4, 6.3.5, 6.3.6, 6.3.7, 6.3.8, 6.3.9, 6.3.11, 6.3.12	The proposed location of visitor accommodation the applicationsite will support an integrated transport system for ChristchurchDistrict. The applicationsite is close to public transport (bus stops), as we the Christchurch Railway Station which tourist train services through Arthurs Pothe West Coast and scenic journeys all east Coast to Picton connecting to the service to the North Island. The application is within walking distances to numerous amenities including Tower Junction shop cafés; Lincoln Road shops, cafes, restaut and bars, and three Events Centres. The cycling infrastructure to support active modes. The location of visitor accommoding this area will reduce dependency on vehicles, will support active travel mod will support a safe and efficient transport system.	ell as offers ass to ong the ferry n site os and urants nere is travel odation motor es, and		
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	The settlement pattern envisaged in OI 6.2.2 supports consolidation and intensific of urban areas, which this proposal suppor locating in an existing urban area close to amenities and services. Although the proposal is to locate a commactivity in an industrial zone, which po	ation ts by ercial		



Objective or Policy	Proposal	Assessment
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. The following policies implement this objective: Policies 6.3.1, 6.3.2, 6.3.3, 6.3.4, 6.3.5, 6.3.6, 6.3.8, 6.3.11, 6.3.12	reduces the availability of industrial land in City, the application site is unique. The site potential for industrial use is curtailed give site is accessed via Longley Place, a new local road with a cul-de-sac head and yellow stopping lines on the east side of the road levels of heavy vehicle traffic, which is anticipated in industrial zones, would be undesirable in this location, and a new crossing on Whiteleigh Avenue close to the crossing is unlikely to be supported. Redevelopment of this underutilised in site will support the recoveryand economic growth of the district by enabling a commit job generating development, in keeping we further supporting, the mixed-usenature of Addington in this location. The local area supports a diverse range of activities including commercial, retail, entertainment, sporting events, offices, research, education, food and beverage and	n the e's full en the o exit, ow no . High vehicle e level ustrial ercial, ith and
	care of children; hence, the area is more ruse than industrial. The surrounding land coupled with the accessibility of the site regarding both public and active transport modes makes this site both suitable and desirable for visitor accommodation. The use of land zoned industrial general, was not be able to be used to its full poter an area which is suitable for visitor accommodation is not considered contributed the recovery and growth of business activindustrial zones.	uses, vhich ntial, in ary to
Policy 6.3.4 – Transport effectiveness 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: 1. avoiding development that will overload strategic freight routes; 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; 3. providing opportunities for travel demand management; 4. requiring integrated transport assessment for substantial developments; and 5. improving road user safety.	The proposed location of visitor accommodation the applicationsite will support an integrated transport system fo Christchurch District as noted above.	the
Policy 6.3.6 - Business land To ensure that provision, recovery and rebuilding	Althoughthe proposalis to utilise industrial zoned land for a commercial purpose, this	



Objective or Policy	Proposal	Assessment
of business land in Greater Christchurch maximises business retention, attracts investment, and provides for healthy working	unique for the following reasons: The site's full potentialfor industrialuse is curtailed, as outlined above.	
environments, business activities are to be provided for in a manner which: 1. Promotes the utilisation and redevelopment of existing business land, and provides sufficient additional greenfield priority area land for business land through to 2028 as provided for in Map A;	The local area supports a diverse range of activities including commercial, retail, entertainment, sporting events, offices, research, education, food and beverage and care of children; hence, the area is more ruse than industrial.	nixed
 2. Recognises demand arising from the relocation of business activities as a result of earthquake damaged land and buildings; 3. Reinforces the role of the Central City, as the city's primary commercial centre, and that of the Key Activity Centres; 4. Recognises that new commercial activities are 	As outlinedabove, the proposedlocation of visitor accommodation on the application will support an integrated transport system the Christchurch District. There is cycling infrastructure to support active travel of Visitor accommodation in this area will dependency on motor vehicles, will support	n for nodes. reduce
primarily to be directed to the Central City, Key Activity Centres and neighbourhood centres where these activities reflect and support the function and role of those centres; or in circumstances where locating out of centre, will not give rise to significant adverse distributional or urban form effects;	The surroundingand uses, coupled with the	
5. Recognises that new greenfield priority areas for business in Christchurch City are primarily for industrial activities, and that commercial use in these areas is restricted ;6. Recognises that existing business zones provide	accessibility of the site regarding both and active transport modes makes this sit suitable and desirable for visitor accommodation and visitor accommodation to considered to be incompatible with surrounding land uses given the mixed	e both tion is
for a range of business activities depending on: i. the desired amenity of the business areas and their surrounds; and	Addington in this location. Reverse sensitivity in relation to the In Heavy Zoning to the northwest of the application site is unlikely to be a concern given most	ication
ii. the potential for significant distributional or urban form effects on other centres from new commercial activity.	all, of the businesses established in that loare better described as Industrial Geneuses.	cation
7. Utilises existing infrastructure availability, capacity and quality; 8. Ensures reverse sensitivity effects and conflicts between incompatible activities are identified and avoided or mitigated against; 9. Ensures close proximity to labour supply, major transport hubs and passenger transport networks; 10. Encourages self-sufficiency of employment	Reverse sensitivity in relation to the ad IndustrialGeneralzonedland to the south is unlikely to be a concern given the lan south of the Industrial General Zone is Medium Density Residential and contain established dwellings, which are more sent to the adverse effects of industrial action than visitor accommodation.	d to the zoned is long sitive vities
and business activities within communities across Greater Christchurch; 11. Promotes, where appropriate, development of mixed-use opportunities, within Key Activity Centres provided reverse sensitivity issues can be appropriately managed; and 12. Incorporates good urban design principles	The location of the proposal within an urban area ensures labour supply is close. Passenger transport networks are in proxi which encourages self-sufficiency of employment and business activities.	
appropriate to the context of the development.		





5.3 Summary

On balance, it is considered the proposed activity is either consistent with or not contrary to the relevant o and policies of the Plan and CRPS.





6 Assessment of environmental effects

In accordance with section 88 of the RMA and the Fourth Schedule, the following is an assessment of the a potential effects on the environment arising from the proposed 49 visitor accommodation units. This assessincludes consideration of the relevant matters set out in Clauses 6 and 7 of the Fourth Schedule.

As a discretionary activity there are no matters to which council's discretion is limited. The potential effect activity can be categorised into the following key areas:

- Neighbourhood amenity effects
- Physical, landscape or visual effects
- · Effects on natural and physical resources
- Reverse sensitivity effects
- · Loss of industrial zoned land
- Transport effects
- · Temporary effects
- Positive effects

6.1 Neighbourhood amenity effects

The application site is within a small pocket of Industrial General zoned land, surrounded by roads and the Within this island of industrial land, the zoning covers six sites in total, inclusive of the subject site. The subject is the largest of these sites, with the properties at 5 and 10 Longley Place being houses and residential in use.

Addington in this location is mixed use with hotels and motels in proximity to the site. Other uses include t Projects Stadiumwhich hosts provincialand international ugbymatches, as well as concerts and shows; Wolfbrook Arena which is advertised as New Zealand's largest indoor entertainment venue; and Addington and Events Centre which hosts a variety of horse racing events and can accommodate conference workshops and similar events. The area will be peopled with visitors from around Christchurch, New Zealar the world.

Visitor accommodation has the potential to create nuisance effects such as noise and mess, as well as cha the character of the community by hosting temporary visitors with less investment in the area.

Industrial zoned land is adjacent to this residential area and the Plan notes: sites adjoining an industrial zone not have the same level of amenity anticipated by the Plan as other areas with the same zoning. Activities be undertakeron the applicationsite as of right includemanufacturing abricating processing repairing, assembly, packaging, wholesaling or storage of products. Other permitted activities include wareho distribution; training; ancillary retail activity; transport, storage, maintenance, cleaning or repair of vehicles and the hire of commercial and industrial equipment and machinery. Any of these activities could adverse noise and nuisance effects greater than visitor accommodation, and many of these activities would with it people who do not live in the area. The residential area directly adjoining the application site also accommodation area.

The proposal has pedestrian access directly to Whiteleigh Avenue and the communal areas (cooking, launce adjacent to Whiteleigh Avenue. The design of the facility will direct visitors away from residential areas local park to Whiteleigh Avenue and beyond, to the facilities and amenities in the local and wider area. This

railway corridor, which will create effects such as noise and dust.





will reduce and direct any nuisance effects away from Longley Place and the residential neighbour Addington.

The residential amenity of Addington in this location could be described as vibrant and eclectic and is unlik a quiet and peaceful neighbourhood. Overall, the effects on residential amenity, given the surrounding land and the design of the site which will mitigate some of the potential effects of visitor accommodation, is corless than minor.

6.2 Physical, landscape or visual effects

The built form will remain almost the same with a small reduction in the size of two buildings as shown on Layout Plan. The inside of the buildings will be retrofitted to be habitable. Landscaping is proposed on site on the Site Layout Plan, which will soften the look of the site. Hence, any physical, landscape or visual effe be barely discernible and therefore, less than minor or positive due to the addition of landscaping.

6.3 Effects on natural and physical resources.

The inappropriate location of activities can have impacts on natural and physical resources. In this location is a built-up urban area, and where the site is already fully developed, the effect on natural resources is co less than minor.

Regarding physical resources, the applicant is proposing to refurbish the existing buildings rather than buil which is an efficient use of physical resources. The proposal is located close to services, facilities and amer making active transport modes easy. It is also easily accessible via public transport and represents an efficient of transport resources.

The effects on natural and physical resources are considered to be less than minor on natural respositive on physical resources, given the efficient reuse of buildings and the efficient use of the existing transverse.

6.4 Reverse sensitivity effects

The potential effects of allowing visitor accommodation to locate in proximity to an Industrial Heavy Zone is potential loss of buffer land the Industrial General Zone provides to separate sensitive activities like resulving from heavy industrial activities. The potential effects of allowing visitor accommodation to locate adjuto a site zoned Industrial General is the activities on that site may be curtailed due to reverse sensitivity effects.

Reverse sensitivity effects on the Industrial Heavy Zone

Heavy industrial activities are described in the Plan as:

- blood or offal treating; bone boiling or crushing; dag crushing; fellmongering; fish cleaning or curing; gut scraping and treating; and tallow melting;
- flax pulping; flock manufacture or teasing of textile materials for any purpose; and wood pulping;
- storage and disposal of sewage, septic tank sludge or refuse;
- slaughtering of animals; storage, drying or preserving of bones, hides, hoofs or skins; tanning; and wool scouring;
- the burning of waste oil in the open air or in any combustion processes involving fuel-burning equipment;





- any other processes involving fuel-burning equipment, which individually or in combination with other equipment, have a fuel-burning rate of up to 1000 kg/hr;
- the open burning of coated or covered metal cable or wire, including metal coated or covered with varnish, lacquers, plastic or rubber;
- any activity with the potential to discharge asbestos to air, including the removal or disposal of friable asbestos, except where it complies with the Health and Safety in Employment (Asbestos) Regulations 1998 and is supervised and monitored by Occupational Safety and Health staff;
- burning out of the residual content of metal containers used for the transport or storage of chemicals;
- the burning of municipal, commercial or industrial wastes, whether by open fire or the use of incinerators for disposal of waste;
- any industrial wood pulp process in which wood or other cellulose material is cooked with chemical solutions to dissolve lining, and the associated processes of bleaching and chemical and by-product recovery; and
- crematoriums and embalming services.

The above activities are permitted in the Heavy Industrial Zone for which no resource consent is required. industrial activities generate effects such as objectionable odour, high levels of noise, vibration, potential of to hazardous substances, heavy traffic movements, and activities or industries that some people and/or current may find unsettling. The closest Industrial Heavy Zoned land is approximately 50 m northwest of the applications the rail corridor.

A selection of the current land uses in this location include:

- Canterbury Scientific medical product design, development and manufacturing
- UFG wholesale Flower Growers
- Holland, Clarke and Beatson Travel Agents
- Advanced Security Group
- Kindercare Learning Centres
- JNJ Homes
- The Greenroom Café

Given the above, this area no longer operates as a genuinely Industrial Heavy Zone. Significant adverse ef this area are not anticipated either now or in the future given the multiple non-industrial land us established. Therefore, any reverse sensitivity effects are considered less than minor, and the buffer create the Industrial General Zoned land is no longer genuinely required in this location.

Reverse sensitivity effects on 14 Leamington Street and 5 Longley Place

The properties at 14 Leamington Street and 5 Longley Place are adjacent to the proposed activity and they Industrial General. Locating visitor accommodation adjacent to an industrially zoned site could result in resensitivity effects such that the activities on industrial land are curtailed.

Low to medium density residential properties are adjacent to 14 Leamington Street and 5 Longley Place. D and playgrounds are more sensitive to the adverse effects of industrial activities than visitor accordingly Visitors will likely spend one or two nights in the area, and they choose to book accommodation based on a





of factors including price, reviews, and the location. Hence, the effects of industrial activities on visitors will significant. The establishment of visitor accommodation adjacent to industrial zoned land is less likely to greverse sensitivity effects than the established residential land uses in the area. Hence, any poter sensitivity effects are considered less than minor.

6.5 Loss of industrial zoned land

Locating visitor accommodation on land zoned industrial has the potential to reduce the amount of industrial, impact on how other industrial zones operate, and impact on surrounding zones that may rely on the of zoning to reduce adverse effects on people and property.

The application site is considered unique. Within the larger area it does not function effectively or potential as an industrial site and is considered underutilised from an economic perspective. This is mainly the two local roads which are used to access the site, as well as the surrounding land uses. Access to the s Leamington Street, which provides access to a pocket of low to medium density residential living, Place. Longley Place is a narrow, no exit local road, with yellow no stopping lines on the east side of the roadjacent to a playground and provides access to a residential development. Heavy vehicle use in generate adverse effects that could be more than minor, including noise and vibration, and impact efficiency of the transport network.

Addington in this location is genuinely mixed use with a full range of commercial activities, retail, entertain manufacturing, childcare, food and beverage. The Heavy Industrial Zone (northwest of the site) no longer of as a genuinely Heavy Industrial Zone given the range of established land uses, outlined above, the Industrial General in nature. The application site's zoning as Industrial General is no longer needed as a but the Industrial Heavy Zone across the railway corridor.

Given the above, the loss of this piece of industrial zoned land, which cannot effectively operate to its full place to surrounding land uses and how the site is accessed, is considered less than minor.

6.6 Transport effects

Vehicle access is via Leamington Street and Longley Place, which are local roads. An increase in vehicle me has the potential to generate adverse noise and nuisance effects in the area.

As described in other parts of this application, Addington in this location is mixed use, vibrant, as multiple events centres, a rail corridor, the popular shopping area of Tower Junction and more. Hence, the less likely to be peaceful and quiet than other residential areas of Christchurch.

Two mobility car parks and no standard car parks proposed, which limits the number of vehicles that will as Longley Place. Visitors are likely to stay at least one night which will reduce multiple vehicle trips. Heavy was movements are more likely from an industrial activity than visitor accommodation. The noise and nuisance as a result of the potential traffic volumes generated by the proposal are likely to be less than the zone and and are considered less then minor.

Overall, any transport effects are considered less than minor.

6.7 Temporary effects

Earthworks and construction noise has the potential to generate temporary adverse effects such as noise, and sediment runoff

Approximately 540ofmearthworks is proposed which exceeds the permitted volume for this zone. All earthworks will be managed through a Soil and Erosion Sediment Control Plan such that earthworks do not





erosion, inundation, or siltation. The ground level will remain the same post earthworks. All areas earthworks will either be sealed, paved, or landscaped once earthworks are complete. The earthworks require proposed development will be temporary in nature, hence the effects will be temporary in nature.

All on-site works will be managed using a Construction Management Plan to avoid or mitigate any potentia effects beyond the property boundary and proceed in accordance with the necessary on-site controls.

The proposed earthworks and construction works will enable the efficient use of the site. Ground levels will change, and the site will be returned to the same or better quality than previous.

The temporaryeffects of earthworksand constructionactivity, when controlled through an appropriate Construction Management Plan and Soil and Erosion Sediment Control Plan are considered to be less than

6.8 Positive effects

The location of visitor accommodation on this site will support an integrated transport system for the Christ District. The application site is close to public transport (bus stops), as well as the Christchurch Railway Stawhich offers tourist train services through Arthurs Pass to the West Coast and scenic journeys along the eato Picton connecting to the ferry service to the North Island. The application site is within walking distanumerous amenities including Tower Junction shops and cafés; Lincoln Road shops, cafes, restaurants and and three Events Centres. There is cycling infrastructure to support active transport modes. The location of accommodation in this area will reduce dependency on motor vehicles, will support active transport mode will support a safe and efficient transport system. Retrofitting existing buildings is also considered an efficient physical resources.

Addingtonin this location is vibrant, mixed used and well connected. It is an excellent site for visitor accommodation and will support the vibrancy of the area, and the commercial viability of amenities and fa the locale. The site is currently underutilised and the change in land use will create job opportunities in the area and support the economy.

6.9 Potentially affected parties

Under Schedule 4, clause 6(1)(f) of the RMA, an application for resource consent must identify the persons by the activity, any consultation undertaken and any response to the views of any person consulted.

In this case, given the proposed activity is located adjacent to the railway corridor, consultation with Kiwi taking place concurrent with this application. Any feedback from KiwiRail will be provided to Council upon it

6.10 Effects summary

The above assessment of effects has identified the application site is unique. It does not function effectivel its full potential as an industrial site. Some industrial uses are likely to be curtailed due to access to the site Longley Place, a narrow, no exit, local road with a cul-de-sac head and yellow no parking lines on the east the road, providing access to a local playground and a residential development. Heavy vehicle use in this agenerate adverse effects that are more than minor.

Addington in this location is truly mixed use with a variety of services, amenities and facilities. The Addington no longer supports an Industrial Heavy Zoning, and the loss of a piece of Industrial General Zoni is not considered a detrimental loss for Greater Christchurch.

The area is vibrant, busy and noisy, attracting people from around Christchurch due to the amenities on Lin Road and the popular shopping area of Tower Junction, as well as from around New Zealand and internationally due to the location of three events centres in the area. Neighbourhood amenity is





affected by visitor accommodation from its amenity at present, and visitor accommodation is considered a addition that will add to the local economy.

The built form changes will be difficult to discern due to the minor reduction in building size or positive due addition of landscaping.

The proposal is an efficient use of physical resources as the buildings will be retrofitted rather than built ne the proposal is efficiently located in terms of transport infrastructure as amenities are within walking distarpublic transport is accessible.

Overall, it is considered the effects of this proposal on the environment are less than minor or positive.





7 Statutory framework

7.1 Part 2 of the RMA

The Resource Management Act ("RMA" or "the Act") is the principal legislation for the management of the physical resources of New Zealand. All resource consent applications are subject to the provisions of Part 2 Act, which sets out the purpose and principles that guide this legislation.

Section 5 of the RMA states that the purpose of the Act is "to promote the sustainable management of nati physical resources".

The term 'sustainable management' is defined in the RMA as meaning:

...managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while;

- (a) Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and
- (b) Safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and
- (c) Avoiding, remedying, or mitigating any adverse effects of activities on the environment.

The proposed development is able to satisfy the purpose and principles of the Act, by adequately mitigating any adverse effects on the environment arising from the repurposing of existing buildings accommodation units.

Section 6 of the Act requires certain matters to be recognised and provided for in relation to managing the development and protection of natural and physical resources. None of these matters of national important considered to be relevant to this proposal.

Section 7 of the Act lists other matters for which particular regard shall be given to. Subsections (b), (c) an considered to be relevant to the assessment of the consent application:

- (b) the efficient use and development of natural and physical resources:
- *(c)* the maintenance and enhancement of amenity values:
- *(f) maintenance and enhancement of the quality of the environment:*

The proposed activity will enable the use and development an underutilised industrial site. Visitor accommodation on this site will support an integrated transport system for the Christchurch District maintain the current amenity values and quality of the environment and will support the local economy by a relevant service for this particular locale. Retrofitting buildings is considered an efficient use of resources locating in an area that supports an integrated transport system is an efficient use of transport resources.

Section 8 requires the Council to take into account principles of the Treaty of Waitangi. It states:

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 take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).

It is considered the proposal will not be inconsistent with the principles of the Treaty of Waitangi, including limited to, partnership, participation and protection.

7.2 Other relevant documents

Under Schedule 4, Clause 2(g) of the RMA, the following is an assessment of the activity against provisions of any other relevant statutory documents.





National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Hu Health 2011

The National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human I (NESCS) requires sites subject to a change of land use and/or disturbance of soil to be assessed to determine the context of the

- (a) an activity or industry described in the HAIL is being undertaken on it; and/or
- (b) an activity or industry described in the HAIL has been undertaken on it; and/or
- (c) it is more likely than not that an activity or industry described in the HAIL is being or has been undertaken on it.

The site has been investigated on Environment Canterbury's Listed Land Use Register (LLUR). The investig (see Appendix 3) demonstrated that there is evidence of a HAIL activity having been carried out however, it has not been investigated further. The site will require further investigation to enable its chang use and soil disturbance under clause 8(4) of that standard and consent for a **discretionary acti** standard is sought.

7.3 Consideration of applications (Section 104-104B)

Section 104 sets out those matters that must be considered when assessing an application for a resource α Subject to Part 2 of the Act, Section 104(1) requires a consent authority to have regard to the following materials are the section 104(1) requires a consent authority to have regard to the following materials are the section 104(1) requires a consent authority to have regard to the following materials are the section 104(1) requires a consent authority to have regard to the following materials are the section 104(1) requires a consent authority to have regard to the following materials are the section 104(1) requires a consent authority to have regard to the following materials are the section 104(1) requires a consent authority to have regard to the following materials are the section 104(1) requires a consent authority to have regard to the following materials are the section 104(1) requires a consent authority to have regard to the section 104(1) requires a consent authority to have regard to the section 104(1) requires a consent authority to have regard to the section 104(1) requires a consent authority to have regard to the section 104(1) requires a consent authority to have regard to the section 104(1) requires a consent authority to have regard to the section 104(1) requires a consent authority to have regard to the section 104(1) requires a consent authority to have regard to the section 104(1) requires a consent authority to have regard to the section 104(1) requires a consent authority to the section 104(1) requires at th

- (a) any actual and potential effects on the environment of allowing the activity; and
- (ab) any measure proposed or agreed to by the applicant for the purpose of ensuring positive effects on the environment to offset or compensate for any adverse effects on the environment that will or may result from allowing the activity; and
- (b) any relevant standards of-
 - (i) a national environment standard;
 - (ii) other regulations;
 - (iii) a national policy statement;
 - (iv) a New Zealand coastal policy statement;
 - (v) regional policy statement or proposed regional policy statement;
 - (iv) a plan or proposed plan; and
- (c) any other matter the consent authority considers relevant and reasonably necessary to determine the application.

Assessment against these matters has been provided within this application above.

activities:

Section 104B of the Act states in relation to the determination of applications for discretionary or non-com-

After considering an application for a resource consent for a discretionary activity or non-complying activity, a consent authority—

- (a) may grant or refuse the application; and
- (b) if it grants the application, may impose conditions under Section 108.

As a discretionary activity, land use consent may be granted with appropriate conditions.

7.4 Notification

Public notification assessment

None of the criteria listed in section 95A(3) that require public notification are relevant to this proposal. None of the criteria listed in section 95A(5) precluding public notification are relevant to this proposal.





Pursuant to section 95A(8), the proposal is not subject to a rule or national environmental standard that re public notification and, as assessed in this application, any potential or actual adverse effects are consider less than minor.

Pursuant to section 95A(9)(b), there are considered to be no special circumstances relating to the application.

Limited notification assessment

None of the persons listed in section 95B(3) are considered to be affected persons in relation with this apply None of the criteria listed in section 95B(6) apply to this proposal.

Under section 95B(7), and in accordance with section 95E, no persons are considered to be adversely affect the proposal; however, given the railway corridor is adjacent to the activity, KiwiRail will be consuconments are currently being sought) and any comments considered.

Pursuant to section 95B(10)(b), there are considered to be no special circumstances relating to the applica warrant limited notification.





8 Conclusion

This application seeks land use consent to establish visitor accommodation units, within existing build Longley Place, Addington.

The proposed activity is a discretionary activity under the Plan due to Rule 16.4.1.4a (D1).

It has been demonstrated by the preceding assessment that the effects on the environment as a proposal will be less than minor.

Land use consent may be granted without the need for notification.



Appendix 1: Record of Title



RECORD OF TITLE UNDER LAND TRANSFER ACT 2017 FREEHOLD





Identifier CB38C/101

Land Registration District Canterbury

Date Issued 10 December 1993

Prior References

CB36B/768 GN 999559.1

Estate Fee Simple

Area 3195 square metres more or less

Legal Description Lot 1 Deposited Plan 58086 and Lot 1

Deposited Plan 62347

Registered Owners

Ashville Limited

Interests

Subject to a drainage easement over part herein created by Transfer 117693 (affects Lot 1 DP 58086)

Subject to Section 241 Resource Management Act 1991

Subject to Section 11 Crown Minerals Act 1991 (affects Lot 1 DP 62347)

Subject to Part IV A Conservation Act 1987 (affects Lot 1 DP 62347)

A15236.10 Easement Certificate specifying the following easement

Type	Servient Tenement	Easement Area	Dominant Tenement	Statutory Restriction
Right of way	Lot 1 Deposited Plan	Part herein	Lot 1 Deposited Plan	
	58086 - herein		14018 - CT CB517/47	

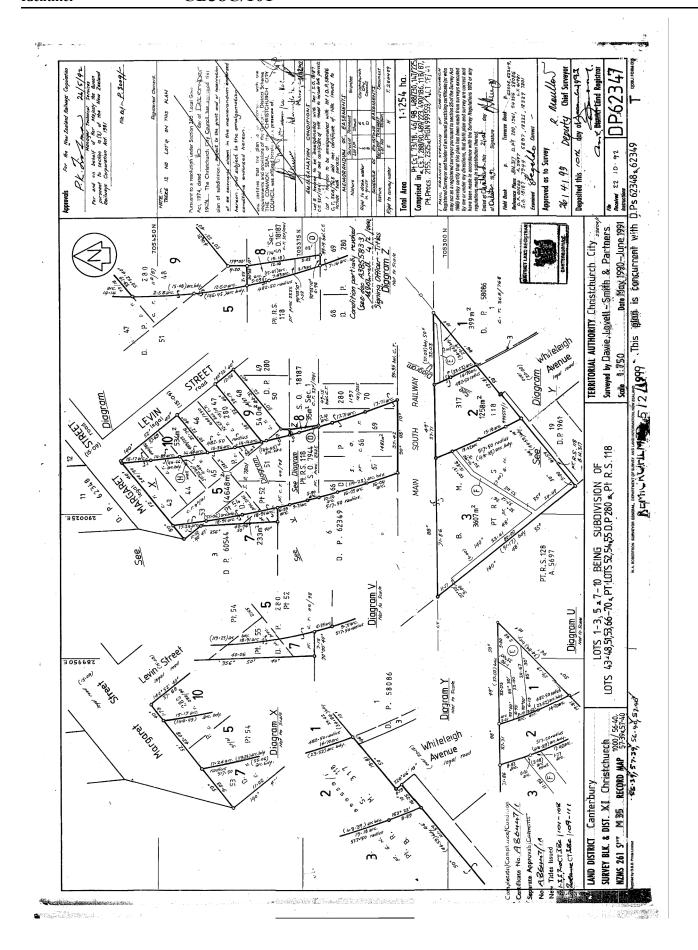
The easement specified in Easement Certificate A15236.10 is subject to Section 243(a) Resource Management Act 1991 A117641.1 Resolution pursuant to Section 346 Local Government Act 1974 declaring the adjoining road to be a limited

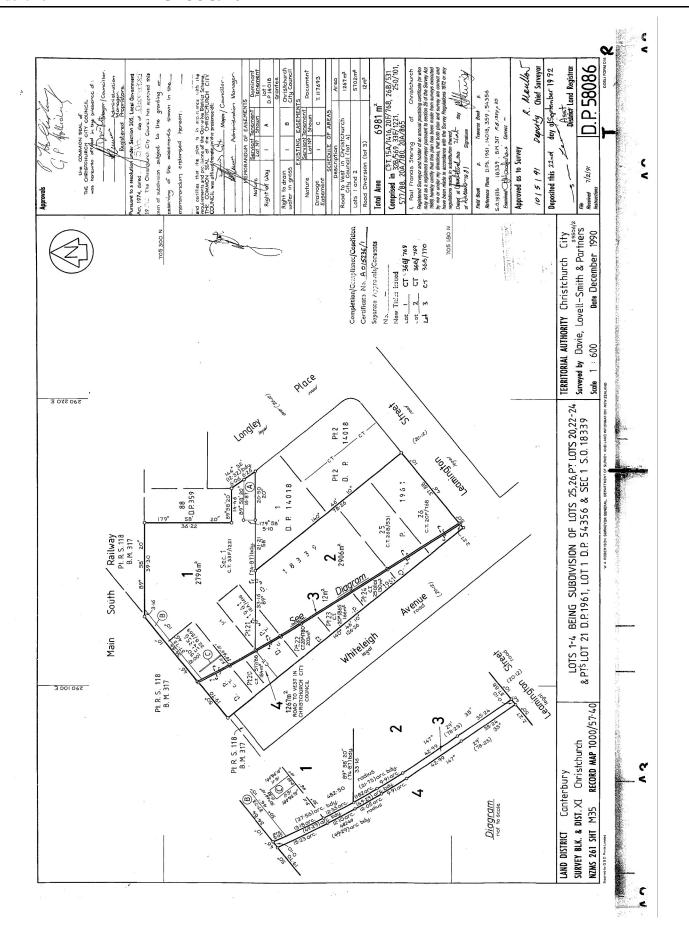
access road - 14.6.1994 at 9.41 am

Land Covenant in Transfer 5418417.1 - 29.11.2002 at 9:00 am

Subject to a right drain water in gross over parts marked A on DP 80365, B on DP 58086 and E on DP 62347 to The Christchurch City Council created by Transfer 5418417.2 - 29.11.2002 at 9:00 am

The easements created by Transfer 5418417.2 ,except the easement marked A on DP 80365 ,are subject to Section 243 (a) Resource Management Act 1991



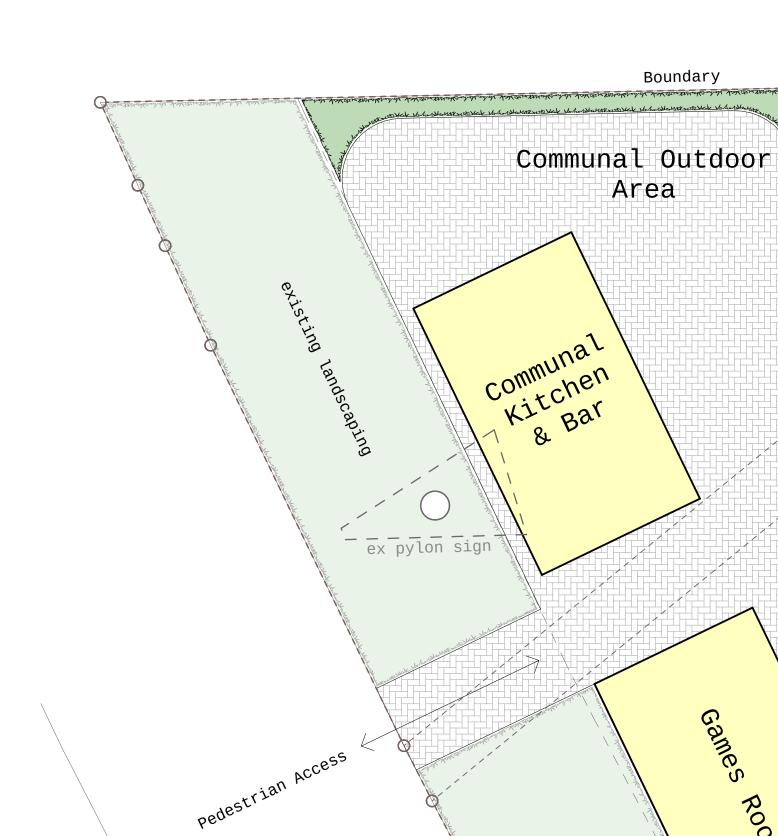


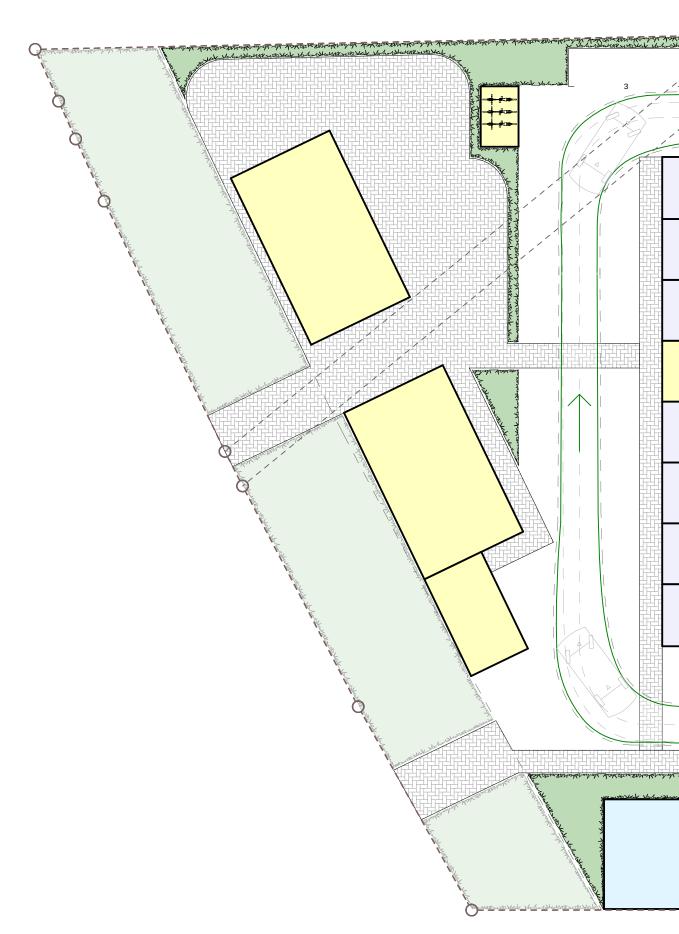


Appendix 2: Site and Building Plans

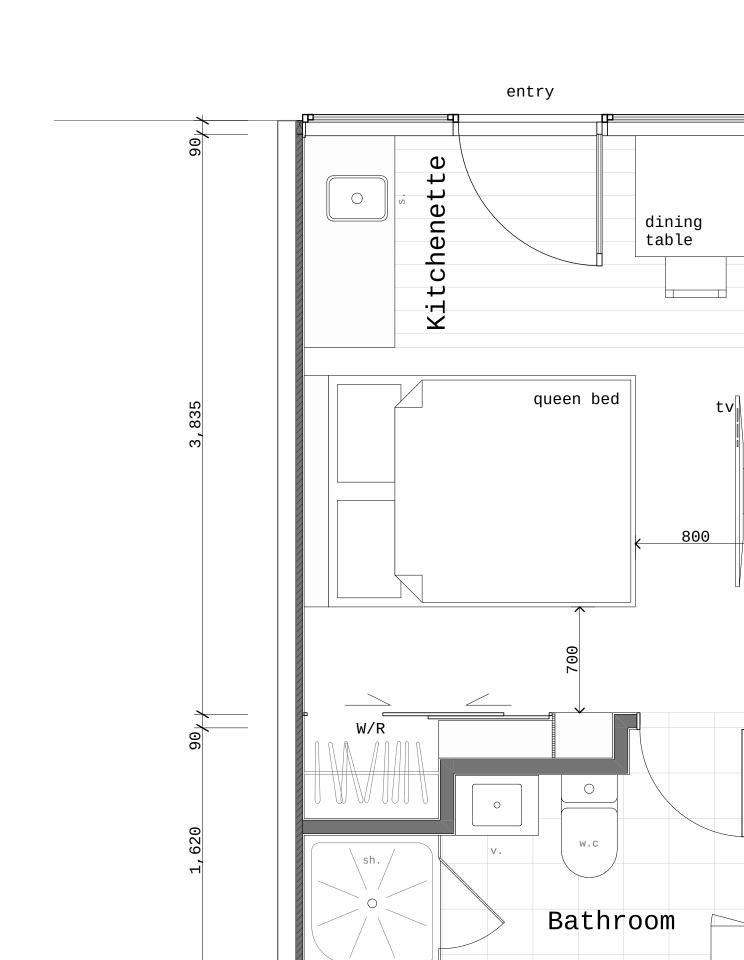








Vehicle Tracking Plan - Forward
Scale at A1 - 1:200





Appendix 3: LLUR Property Statement



Customer Services
P. 03 353 9007 or 0800 324 636

PO Box 345 Christchurch 8140

P. 03 365 3828 F. 03 365 3194 E. ecinfo@ecan.govt.nz

www.ecan.govt.nz

Dear Sir/Madam

Thank you for submitting your property enquiry from our Listed Land Use Register (LLUR). The LLUR holds information about sites that have been used or are currently used for activities which have the potential to cause contamination.

The LLUR statement shows the land parcel(s) you enquired about and provides information regarding any potential LLUR sites within a specified radius.

Please note that if a property is not currently registered on the LLUR, it does not mean that an activity with the potential to cause contamination has never occurred, or is not currently occurring there. The LLUR database is not complete, and new sites are regularly being added as we receive information and conduct our own investigations into current and historic land uses.

The LLUR only contains information held by Environment Canterbury in relation to contaminated or potentially contaminated land; additional relevant information may be held in other files (for example consent and enforcement files).

Please contact Environment Canterbury if you wish to discuss the contents of this property statement.

Yours sincerely

Contaminated Sites Team

Property Statement from the Listed Land Use Register



Visit ecan.govt.nz/HAIL for more information or contact Customer Services at ecan.govt.nz/contact/ and quote ENQ388290

Date generated: 22 August 2024 Land parcels: Lot 1 DP 58086 Lot 1 DP 62347

Area of Enquiry

Investigations intersecting area of enquiry

71

SIT 27397

11

SIT 27397

SIT 27397

11

SIT

The information presented in this map is specific to the property you have selected. Information on nearby properties may not be shown on this map, even if the property is visible.

Sites at a glance



Sites within enquiry area

Site number	Name	Location	HAIL activity(s)	Category
27397	27397	Longley Place, Addington	G4 - Scrap yards;	Not Investigated

More detail about the sites

Site 27397: 27397 (Intersects enquiry area.)
Category: Not Investigated

Definition: Verified HAIL has not been investigated.

Location: Longley Place, Addington

Legal description(s): Lot 1 DP 58086

HAIL activity(s):

Period from	Period to	HAIL activity
Pre 1973	Pre 1984	Scrap yards including automotive dismantling, wrecking or scrap metal yards

Notes:

15 Oct 2013 Area defined from: 1973 to 1984 ECan Aerial Photographs.

An automotive dismantling yard was noted in aerial photographs reviewed.

Investigations:

There are no investigations associated with this site.

Disclaimer

The enclosed information is derived from Environment Canterbury's Listed Land Use Register and is made available to you under the Local Government Official Information and Meetings Act 1987.

The information contained in this report reflects the current records held by Environment Canterbury regarding the activities undertaken on the site, its possible contamination and based on that information, the categorisation of the site. Environment Canterbury has not verified the accuracy or completeness of this information. It is released only as a copy of Environment Canterbury's records and is not intended to provide a full, complete or totally accurate assessment of the site. It is provided on the basis that Environment Canterbury makes no warranty or representation regarding the reliability, accuracy or completeness of the information provided or the level of contamination (if any) at the relevant site or that the site is suitable or otherwise for any particular purpose. Environment Canterbury accepts no responsibility for any loss, cost, damage or expense any person may incur as a result of the use, reference to or reliance on the information contained in this report.

Any person receiving and using this information is bound by the provisions of the Privacy Act 1993.