

9 May 2022

Environment Court
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Justice and Emergency Services Precinct
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Level 3
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Christchurch 8013

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New Zealand

By delivery and email

al.nz

Notice of Appeal – Decision on Resource Consent Application (RMA/2020/1877)

- 1 We act for Wilson Parking Limited in respect of this appeal.
- 2 Please find **enclosed** for filing:
 - (a) Notice of Appeal on behalf of Wilson Parking Limited in respect of a Decision on a Resource Consent Application (in duplicate);
 - (b) Appendices to Notice of Appeal:
 - (i) A copy of the resource consent application (Appendix A);
 - (ii) A copy of the relevant Decision (Appendix B); and
 - (iii) A list of the names and addresses of persons to be served with a copy of this notice (Appendix C).
- 3 The filing fee (\$600.00) is being paid electronically, using the relevant Registry identifier.
- 4 A copy of the Notice of Appeal has been served contemporaneously on the Christchurch City Council.
- 5 We would be grateful if you could please acknowledge receipt of this correspondence and its enclosures.

Yours faithfully
Anderson Lloyd



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In the Environment Court of New Zealand
Christchurch Registry

I Mua I Te Kōti Taiao O Aotearoa
Ōtautahi Rohe

ENV-2022-CHC-

In the matter of the Resource Management Act 1991

And

In the matter of an Appeal pursuant to section 120 of the Act

Between **Wilson Parking Limited**

Appellant

And **Christchurch City Council**

Respondent

Notice of Appeal

9 May 2022

Appellant's Solicitors
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To: The Registrar
Environment Court
Christchurch

- 1 Wilson Parking Limited (**Appellant**) appeals against the decision of the Christchurch City Council (**Respondent**) to decline resource consent to establish freestanding offsite digital signage at 235 Manchester Street, Christchurch (RMA/2020/1877).
- 2 The Appellant was the applicant for RMA/2020/1877.
- 3 The Appellant received notice of the decision on 13 April 2022.
- 4 The decision was made under delegated authority by an Independent Commissioner on behalf of Christchurch City Council (**Decision**).
- 5 The Appellant has a right to appeal this Decision under section 120 of the Resource Management Act 1991 (the **RMA**). The Decision to which this appeal relates is not an activity excluded by section 120(1A) or (1B) of the RMA.
- 6 The Appellant is not a trade competitor for the purposes of section 308D of the RMA.
- 7 The Appellant is appealing the Decision to decline resource consent in its entirety.

Background

- 8 The Appellant purchased 235 Manchester Street in early 2021 and operates a car park from the site. The long term intention of the Appellant is to develop the site, however with the current downturn in patronage to its car park facilities as a result of Covid-19 and the shift to working from home arrangements, its financial ability to do so has been impacted.
- 9 The Appellant sought land use consent to erect a double-sided LED Billboard at 235 Manchester Street (the **Proposal**). The Proposal will enable local business and community advertising and create a supplementary income.
- 10 As a digital sign in the Commercial Central City Business Zone (**CCBZ**), discretionary consent is required under the Christchurch District Plan (**District Plan**).

- 11 Billboards form part of the existing urban fabric in Christchurch and are often located in proximity to intersections in the city, across all central city zones including the CCBZ. The Reporting Officer accepted that signage and billboards are not out of character nor wholly unanticipated. The District Plan recognises that signs are integral to commercial environments, and contribute to Christchurch's vitality and recovery through supporting business, infrastructure and community activities. The permitted baseline for signage on the site includes 11m² of static signage with illumination and 20 lux of light spill (i.e. lit signage of a Wilson Parking red corporate colours with comparable impacts is not fanciful on the site).
- 12 When viewed through an objective lens and in the context of what the District Plan seeks to provide for, the Billboard is not expected to generate unacceptable visual effects, and overall is consistent with the relevant District Plan objectives and policies. At the hearing, the one minor residual traffic concern (about a secondary traffic signal and the visual overlapping of the Billboard) was comprehensively addressed by the Appellant and the acceptability of traffic effects was supported by a peer reviewer experienced in billboards. The grant of consent is consistent with Part 2 of the RMA.

Reasons for the appeal

- 13 The reasons for the appeal are set out below.
- 14 The Decision:
- (a) does not adequately consider the comprehensive evidence (visual and amenity, traffic, and planning) provided by the Appellant, and was instead supplemented by the decision-makers own views on billboards, including based on material presented to him at other hearings;
 - (b) incorrectly applies the existing environment from which to assess effects, which has implications for development activity in this area beyond this Proposal;
 - (c) incorrectly interprets the applicable statutory provisions and the environmental outcomes sought for the site and surrounding environment by the District Plan, including by applying inappropriate weight to a designation on a different site and the superseded Central City Recovery Plan;
 - (d) contains material errors, such as reliance on invalid and irrelevant information, and inadequately assesses effects (including by failing to make a finding on traffic effects, and seeming to apply the

"gateway test" of a more than minor effect to the discretionary activity) and fails to make an overall evaluation of the Proposal;

- (e) failed to consider whether a limited duration of consent or any other conditions would mitigate the adverse visual amenity effects found by the decision-maker; and
- (f) does not give effect to the sustainable management purpose of the RMA.

15 Some examples of the reasons for appeal are further provided below.

Reliance on invalid and irrelevant information

16 Throughout the Decision numerous references are made to evidence that was not before the decision-maker to justify declining resource consent to the Proposal. For example at [53] of the Decision:

*"...There are many other locations where such billboards can be erected, but the preference of operators seems to be to have them close to traffic lights, **as was once confirmed to me at a hearing by one of the main operators.**" (emphasis added)*

17 The decision-maker incorrectly draws conclusions from evidence not presented at this hearing, when the Appellant had not been privy to that information or had an opportunity to comment or test its veracity.

18 The Decision also incorrectly takes into account a supposed intention to develop the land opposite the site at 192 Manchester Street,¹ despite no resource consent application being lodged at the time of the hearing or evidence presented to substantiate this intention.

Assessment of Receiving Environment

19 The Decision incorrectly assesses the receiving environment by failing to take into account the CCBZ provisions in the District Plan as they inform the existing environment and by selectively considering the anticipated future environment.²

20 The Decision's assessment of the anticipated future development is flawed as it only considers the anticipated residential development within the nearby designated land but fails to take into account anticipated commercial development within the CCBZ.

¹ Decision at [13]

² Decision at [12] and [13]

- 21 This results in an assessment of effects on the anticipated future residential development without consideration of the future anticipated environment in totality (which includes commercial development in the CCBZ).
- 22 By assessing the receiving environment in this manner, the Decision is flawed as the effects of the Proposal are not assessed against the entire anticipated future receiving environment which fundamentally affects the overall determination of the Proposal.

Central City Recovery Plan

- 23 The decision-maker undertook a site visit and considered '*that this is not a typical inner city Commercial environment. Pedestrians are likely to stay longer than in more typical inner city environment.*'³
- 24 The Decision⁴ incorrectly relies on Mr Nicholson's evidence which does not support this conclusion and is more focused on the sensitivity of the environment.
- 25 The Decision also seeks to rely on the Central City Recovery Plan (**CCRP**) to endorse its position on amenity effects. The Decision records that Manchester Street and the East Frame is part of an attempt to restrict the extent of the central commercial area.⁵
- 26 Whilst it may be correct that the CCRP sought to constrain the CBD, it is not a relevant document for the decision-maker to consider and rely on. The CCRP directed changes to the District Plan to achieve its objectives and these changes have given effect to through incorporation into the District Plan.
- 27 The District Plan does provide for a designation on the other side of Manchester Street with a wide ranging purpose to give effect to the CCRP, but it does not cover 235 Manchester Street. The District Plan does not differentiate the application site from any other area in the CCBZ and therefore should not be treated differently. This conclusion will have implications for future resource consent applications on the site.

Assessment of effects

- 28 The Decision forms incorrect conclusions regarding traffic that rely on evidence not presented at the hearing, and in some cases, are purely

³ Decision at [29]

⁴ Decision at [71]

⁵ Decision at [72]

supposition.⁶ Ultimately the decision-maker then fails to reach a determination on the traffic effects.

29 The decision-maker considers given the conclusion on amenity effects, he did not need to resolve the traffic safety issue and his preference was not to determine the matter.⁷

30 This is important as it feeds into the overall conclusion on adverse effects on the environment, when considering a discretionary activity. The Decision found that the effects would be more than minor.⁸ However, it also found the lighting effects and effects on heritage values to be acceptable.

31 The Decision should have made a determination on the traffic effects, as this may have made a difference in the overall weighing exercise which is required with a discretionary activity. In this Decision, the decision-maker appears to incorrectly assess this activity as if an effect which was "more than minor" was an automatic decline⁹ (i.e. as if it were a non-complying activity that can't pass the gateway test).

32 The Decision also failed to consider whether a limited duration of consent or any other conditions would mitigate the adverse visual amenity effects found by the decision-maker. A limited duration consent had been discussed by Council Officers at the hearing.

Relief

33 The Appellant seeks the following relief:

(a) That resource consent is granted to establish double-sided freestanding offsite digital signage on the site at 235 Manchester St, Christchurch; and

(b) Such further, other or consequential relief as necessary to address to the matters raised in this appeal.

34 The Appellant is willing to attend mediation in respect of this appeal.

Attached documents

35 The Appellant attaches the following documents to this notice:

⁶ Decision at [48] and [53]

⁷ Decision at [54]

⁸ Decision at [62]

⁹ Decision at [62].

- (a) Appendix A: a copy of the application;
- (b) Appendix B: a copy of the Decision; and
- (c) Appendix C: a list of names and addresses of persons to be served with a copy of this notice.

Dated this 9th day of May 2022



Alex Booker / Samantha Gardner
Counsel for the Appellant

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Advice to recipients of copy of notice of appeal

How to become a party to proceedings

You may be a party to the appeal if, –

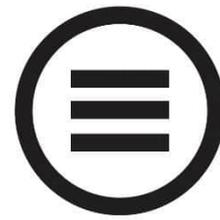
- (a) within 15 working days after the period for lodging a notice of appeal ends, you lodge a notice of your wish to be a party to the proceedings (in form 33) with the Environment Court and serve copies of your notice on the relevant local authority and the appellant; and
- (b) within 20 working days after the period for lodging a notice of appeal ends, you serve copies of your notice on all other parties.

Your right to be a party to the proceedings in the court may be limited by the trade competition provisions in section 274(1) and Part 11A of the Resource Management Act 1991.

You may apply to the Environment Court under section 281 of the Resource Management Act 1991 for a waiver of the above timing requirements (see from 38)

Advice

If you have any questions about this notice, contact the Environment Court in Auckland, Wellington, or Christchurch.



TOWNPLANNING
GROUP

Application for Resource Consent to
the Christchurch City Council:

Wilsons Parking Limited

*Land use consent to establish and operate a free
standing digital billboard, 235 Manchester Street,
Central Christchurch*

27 August 2020



Document prepared by:

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Supporting Information

- [A] Record of Title
- [B] Urban Design and Visual Impact Assessment
- [C] Visual Package
- [D] Record of Outline Plans Related to Designation V4
- [E] Proposed Conditions
- [F] LLUR Statement
- [G] RMA2017467



1 Introduction

Wilson Parking Limited (“**the Applicant**”) seeks land use consent to establish and operate an 18m² double sided free standing digital billboard at 235 Manchester Street, Central Christchurch (“**the application site**”).

The billboard will measure approximately 3m wide by 6m high (having a portrait format), with a ‘living’ support structure framing the billboard. The steel support structure will measure approximately 5m wide by 9m high, with a number of creeping plant species proposed around the frame. The Applicant proposes to operate the sign in accordance with a range of consent conditions commonly used for digital signage, with these conditions addressing matters in relation to lighting, glare and image selection.

The Applicant currently operates a temporary parking facility on the site which provides a mixture of long-term public and leased parking. The proposed digital billboard will add visual interest to the site and enable additional revenue to be generated until such time as the site is redeveloped.

The application site is located within the Commercial Central City Business Zone of the Christchurch District Plan (“**District Plan**”). Resource consent is required under the District Plan for a Discretionary Activity in accordance with Rule 6.8.4.1.4 D2 as the proposed sign exceeds the 6m height limit specified in Built Form Standard 6.8.4.2.6.

Overall, the proposal requires resource consent as a **Discretionary Activity**.

This Assessment of Environmental Effects (“**AEE**”) report considers the effects of the proposal and determines that the proposal will overall have less than minor adverse effects on the environment on account of the scale of the billboard, method of display, controls proposed and mitigation by way of planting. The proposed billboard will be entirely appropriate in the context of the receiving environment.

The proposal aligns with the key objectives and policies of the District Plan. The proposal achieves the purpose and principles of the RMA and accords with the definition of sustainable management under Part 2.

2.2 Surrounding area

Figure 2 below identifies the subject site and the diverse range of activities undertaken in the surrounding area.

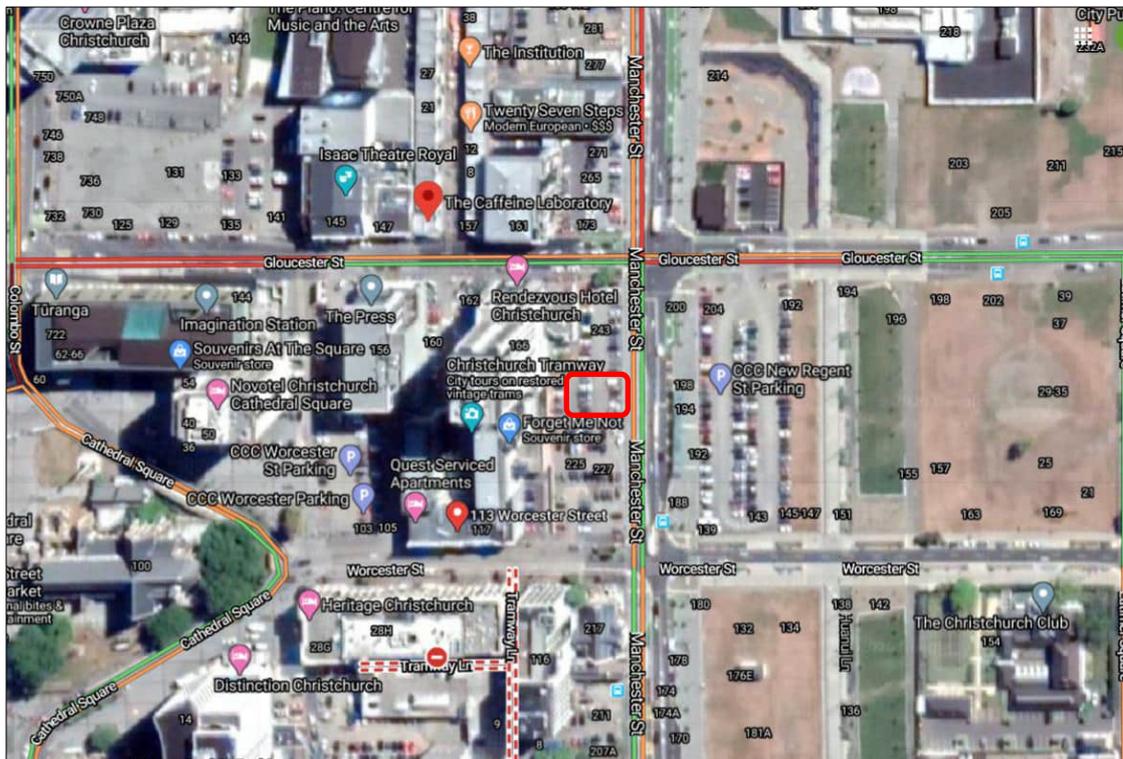


Figure 2: Site location plan with subject site identified by red outline and surrounding sites and activities also identified (Source: Google Maps 2020)

The surrounding area can be characterised as diverse with a mixture of land uses, amenities and building types present. However, due to earthquake damage, numerous buildings are disused. A 'Super Stop' bus transfer station is located immediately opposite the subject site on the eastern side of Manchester Street. The presence of the super stop encourages a high quantity of pedestrian traffic, with widened footpaths provided along Manchester Street. Traffic control devices are also located adjacent to the site entrance for the purposes of controlling south bound traffic along Manchester Street noting the presence of the Super Stop opposite the site; The traffic lights are located south of the proposed sign location.

The Applicant also owns and operates the adjoining site at 225-227 Manchester Street for car parking activities. To the south of 225-227 Manchester Street, are 127-135 Worcester Street and are operated as a private car parking facility independently of the Applicant; it is unknown whether these sites operate with resource consent. A resource consent has been approved for a three storey commercial and residential building on the corner at 221 Manchester/135 Worcester (RMA/2017/467) however, no construction has started. 239-245 Manchester Street is operated as a car park by the Applicant, but these sites are held in different ownership.



The subject site and surrounding area is currently in a state of redevelopment with a number of vacant sites and earthquake damaged buildings located in close proximity. Opposite the subject site to the east is Designation V4 (The Frame – North and East), with Ōtākaro Limited the Requiring Authority. The purpose of the Designation is to enable:

- Open space, park land;
- Family playground;
- Walking/cycling tracks;
- Stormwater management;
- Memorial sites;
- Residential units;
- Retail,/Food and beverage;
- Christchurch Club;
- Amenities;
- Temporary Activities;
- Public art;
- Leisure and recreational activities and facilities including gymnasium facilities;
- Ancillary activities including car parking.

The land directly opposite the subject site at 192 Manchester Street that falls within Designation V4 is currently undeveloped and is used for a mixture of car parking activities and open space park land, as managed by Christchurch City Council (CCC). Designation V4 lapses 31 July 2022 at which point the underlying zoning, Commercial Central City Business Zone will principally dictate future development potential. It is unknown if Ōtākaro have any intention to further develop the site. An audit of all outline plans submitted by Ōtākaro Network have been reviewed as supplied by Council on June 5th 2020 (**Attachment [D]**). The only potentially relevant outline plans lodged in relation to the East Frame are RMA/2016/2283 related to the Margaret Mahy Playground and RMA/2019/1327 as related to the erection of a sculpture at 142 Worcester Street; no applications have been lodged to undertake further development in relation to any of the points raised above.

Further south of the subject site along Worcester Street are a number of historical buildings in varying condition. Table 1 below lists the heritage item in question, its location and condition as well as heritage status.

Table 1: list of nearby heritage buildings

| Heritage Item | Name | Heritage Status | Location | Condition |
|---------------|--------------------------------------|--------------------|------------------|--|
| 580 | Former Trinity Congregational Church | Highly Significant | Worcester Street | Currently undergoing repair. |
| 577 | Former State Insurance Building | Highly significant | Worcester Street | Unoccupied – severe earthquake damage precludes all use. Subject to extensive vandalism. |
| 576 | Commercial Building Façade – | Significant | Worcester Street | Actively managed – currently occupied by a |



| Heritage Item | Name | Heritage Status | Location | Condition |
|---------------|--|--------------------|------------------|---|
| | Former A W Smith and Son's Central Garage / Mayfair Cinerama Theatre | | | number of commercial tenancies. |
| 575 | Former Government Buildings | Highly Significant | Cathedral Square | Actively managed – well maintained and fully operational as a hotel with bar and restaurant facilities. |

To the west of the subject site are a mixture of land uses consisting primarily of commercial and visitor accommodation activities as well as hospitality outlets. Land to the north of the subject site across Gloucester Street also consists of similar land uses. There are no digital or static billboards within close proximity to the subject site that can be seen in the same context as that proposed.

3 Description of the Proposal

Resource consent is sought to establish and operate an 18m² double sided free standing digital billboard measured as 3m wide by 6m high as identified in [Figure 3](#) below with detailed plans appended as **Attachment [C]**. The billboard will be mounted at a total height of 8.5m above ground with the base of the sign situated at 2.5m above ground. The sign will be used to display a mixture of off-site advertising that will be subject to the controls outlined in **Attachment [E]** which will also include relatively standard lighting and glare controls.

The billboard will be framed by a purpose-built support structure consisting of a steel lattice structure to be populated by a combination of climbing plant species inclusive of jasmine, wisteria floribunda and clematis paniculata. The total height of the structure will measure approximately 9m.



[Figure 3](#): Image of proposed billboard and support structure (Source: DCM Urban)

The billboard will be positioned against the Manchester Street site boundary and will be visible to north and southbound traffic travelling along Manchester Street.

The digital display will operate seven days per week 24 hours and will contain an inbuilt daylight sensor able to be calibrated to meet the required luminance values for day and night time operation. The maximum level of luminance will be limited to 500cd/m² during hours of darkness and 5,000cd/m² during daylight hours, as is common with other LED digital billboard installations.

4 Statutory Provisions

4.1 Christchurch District Plan

The subject site is located within the Commercial Central City Business Zone as identified in [Figure 4](#) below. The following overlays also apply to the subject site and surrounding area:

- Central City Building Height 28m;
- Category 2 Lower Noise Level Entertainment and Hospitality Precincts;
- Central City Core Overlay;
- Central City Inner Zone;
- Liquefaction Management Area;
- Adjacent to, but not within Designation V4 – Ōtākaro Network, The Frame North and East;



[Figure 4](#): Site identified by black outline (Source: CCC District Plan Map Excerpt)

Resource consent is required under the Christchurch District Plan as follows:

4.1.1 Chapter 6.8 - Signs

- Restricted Discretionary Activity under Rule 6.8.4.1.3 RD2 with the matters to which discretion is restricted to outlined under Rules 6.8.5.1, 6.8.5.2 and 6.8.5.3;
- Discretionary Activity under Rule 6.8.4.1.4 D2 as the proposed sign exceeds the 6m height limit specified in Built Form Standard 6.8.4.2.6 and is captured by Rule 6.8.4.1.3 RD2.

The proposal can comply with all other site standards related to signage.

Overall, the proposal requires resource consent as a **Discretionary Activity**.

4.2 National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health

The Resource Management (National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 ('NESCS') were gazetted on 13 October 2011 through an Order in Council, with the regulations taking effect 1 January 2012.

The NESCS are binding regulations that in this instance, replace District Plan rules relating to activities taking place on contaminated or potentially contaminated land. As well as prescribing a nationwide set of planning controls, the NESCS prescribes a mandated method for determining applicable standards for contaminants in soils, and a consistent approach to site investigations and reporting on contaminated or potentially contaminated land.

With respect to the present proposal, the site is not understood to have been used for any activities that would lead to the land becoming contaminated or potentially contaminated with a LLUR statement appended as **Attachment [F]**. To this end, the site is not considered a piece of land under Regulation 6(2) of the NESCS and its provisions are not considered applicable. In any event, no subdivision is proposed and any soil disturbance would be minor and achieve compliance under the NESCS.

5 Assessment of Effects

Section 88 of the RMA requires an assessment of any actual or potential effects on the environment that may arise from the proposal, and the ways in which any adverse effects may be avoided, remedied or mitigated. The status of the activity is Discretionary, however the assessment provided below draws on the restricted discretionary activity assessment matters outlined under Chapter 6 as they form a useful guideline for assessing the effects of the proposal.

This assessment is addressed under the following headings:

- Existing & receiving environment
- Permitted baseline
- Signs and ancillary support structures
- Static and digital billboards
- Illuminated, moving, changing, flashing or retroreflective displays
- Positive effects

A detailed VIA has been undertaken by DCM Urban; this has been relied on in undertaking our assessment.

5.1 Existing & Receiving Environment

The existing and receiving environment is detailed in section 2.0 of the VIA prepared by Dave Compton-Moen of DCM Urban.

5.2 Permitted Baseline

Sections 95D(b), 95E(2)(a) and 104(2) of the RMA provide discretion to Council (for the purposes of forming an opinion as to actual or potential effects) to disregard any adverse effects of the proposal on the environment (or on a person) if the National Environmental Standard permits an activity with that effect. There are no relevant National Environment Standards that apply to this proposal with the subject site not considered to meet the definition of a 'piece of land' under the NES for soil as identified above.

The permitted baseline provides guidance as to the effects of a proposal. In considering permitted signage within the zone, freestanding static signs associated with onsite activities measuring no greater than 9m² and situated at a height no greater than 6m above ground level are permitted within the zone. It is also worthy to note that multiple signs can be established in association with the standard where there are multiple vehicle crossings. Additionally, signage associated with vehicle crossings, does not have to be located directly adjacent to the crossing and can be located anywhere internal of the site. The primary difference between the present proposal and that

permitted is the off-site and digital nature of signage as well as total signage height with this assessed accordingly below.

Additionally, we note that digital signage is enabled under the District Plan provisions where it is located internal of the building with no limitations placed on the size or nature of display including image controls, luminance values, use of retroreflective material and the like, as signage of this type is not captured by the signage provisions by virtue of Advice note 4. to 6.8.3 of the District Plan.

Overall, it is considered that the above permitted baseline scenarios present a useful comparison as to the nature and scale of signage that could be erected on the site, and the associated actual or potential adverse effects. Such proposals are considered neither fanciful nor unreasonable and provide appropriate comparative assessments in this instance.

5.3 Signs and Ancillary Support Structures

6.8.5.1 All signs and ancillary support structures

- a. *Whether the scale, design, colour, location and nature of the signage will have impacts on the architectural integrity, amenity values, character, visual coherence, and heritage values of:*
 - i. *the building and the veranda on which the signage is displayed and its ability to accommodate the signage;*
 - ii. *the surrounding area (including anticipated changes in the area);*
 - iii. *residential activities; and*
 - iv. *heritage items or heritage settings, open spaces, protected trees or areas possessing significant natural values.*

No buildings are advanced under this proposal. As such, point (i) is not relevant.

The surrounding area described in the VIA and as outlined in Section 2 above can be characterised as redeveloping with a high prevalence of vacant sites, earthquake damaged and unoccupied buildings with some operational commercial sites providing retail and hospitality outlets. Over time, it can be expected that sites and buildings will be redeveloped and restored with land use in line with District Plan expectations for the Zone. Anticipated land use within Designation V4 is slightly harder to predict as the designation lapses in 2022 at which point the underlying Commercial Central City Business zoning will prevail.

Billboards are a feature commonly associated with commercial environments, inclusive of digital billboards which can be found in multiple locations within the Central City, both internal and external of buildings. Multiple examples can be found throughout the Central City including on the corner of 127 Manchester Street, 76 Manchester and 98, 145 and 171 Victoria Street. In this sense, signage is considered to be anticipated in this locality, and therefore the proposed billboard will be seen as compatible with the receiving environment, particularly as redevelopment progresses.

With respect to residential activity, the closest residential dwellings that may have views of the billboard are located at 197 Hereford Street behind the Canterbury Club. While

there are some residential apartments within The Heritage Hotel, due to the oblique angles of the building and adjacent buildings, views will only be possible from three windows, as concluded in the VIA, with any view contextualised in the wider landscape.

The dwelling located at Unit 1, 197 Hereford Street, some 200m south-east of the site, does not have views north towards the subject site and instead looks directly west. It is considered the distance between these dwellings and the digital billboard is sufficient to mitigate any potential adverse effects such that they are less than minor, with any views seen in the context of the wider commercial environment.

There are a number of heritage buildings situated within the locality in varying condition. An assessment of the proposed sign on these heritage items is provided in the VIA with the assessment concluding that the heritage buildings located along Worcester Street do not form a sensitive location as described in Policy 6.8.2.1.3. Overall, the VIA concludes that the effect of the billboard on these heritage items and heritage settings will be less than minor, as the billboard will not detract from the heritage setting and will contribute to the vibrancy and activity in the area. Further, any future redevelopment undertaken on adjacent sites fronting Worcester Street will inhibit views of the billboard in the same context as the heritage items, such as that approved by RMA/2017/467 (**Attachment [G]**).

An assessment of the proposed billboard in relation to open spaces is also provided in the VIA, with any adverse effect considered to be less than minor due to the distance between the billboard and open space areas, with the billboard seen in the context of the wider streetscape.

5.4 Static and Digital Billboards

- a. *Whether the scale, design, colour, location and nature of the billboard will have impacts on the architectural integrity, amenity values, character, visual coherence, and heritage values of:*
 - i. *the building and the veranda on which the billboard is displayed and its ability to accommodate the signage;*
 - ii. *the surrounding area (including anticipated changes in the area);*
 - iii. *residential activities; and*
 - iv. *heritage items or heritage settings, open spaces, protected trees or areas possessing significant natural values.*
- b. *Whether the extent of the impacts of the billboard are increased or lessened due to:*
 - i. *the design, dimensions, nature and colour of the sign or support structure;*
 - ii. *the level of visibility of the billboard; and*
 - iii. *vegetation or other mitigating features.*
- c. *Whether the billboard combines with existing signage on the building, the site or in the vicinity, to create visual clutter or set a precedent for further similar signage.*
- d. *Whether the billboard:*
 - i. *enlivens a space or screens unsightly activities; and*
 - ii. *will result in an orderly and coordinated display.*
- e. *Whether the extent of the impacts of the billboard are increased or lessened due to:*
 - i. *the frequency and intensity of intermittent or flashing light sources, and the proposed periods of illumination and frequency of image changes;*

- ii. *the prominence of the billboard due to its illuminated or animated nature and ability to draw the eye;*
- iii. *the nature of surrounding land use activities;.*
- iv. *the proximity of the display to other properties and the likely effects of such intermittent or flashing lights or changing images upon those properties and their occupants; and*
- v. *The potential of the billboard to cause distraction or confusion to motorists in their observance of traffic conditions, directions or controls.*

Those matters that fall for assessment under point a. have largely been assessed above in relation to residential dwellings, heritage settings and the surrounding area.

With regard to those matters listed under point b., effort has been made to reduce any potential adverse visual effects of the proposed billboard through the design of the support structure, plantings, orientation and size. The proposed structure and vegetation to grow up the support structure will assist to frame the sign and visually integrate the same with surrounding vegetation, and generally enhance the amenity of the structure and sign. As concluded in the VIA, the proposed structure design and landscape planting is considered to effectively mitigate the visual effects of the sign, such that any adverse effects will be less than minor.

There is limited existing signage onsite, with this compliant with the District Plan standards. In this regard, a number of signs are established at the site entrances in association with onsite car parking activities, and smaller poster signage established at the northern end of the site on the adjacent building wall. There are two public artworks located on the walls of adjacent buildings, but these are not considered to meet the definition of signage under the District Plan. Overall, as there is only limited signage presently established onsite, as restricted largely to site identification signage, the proposed billboard will not contribute to the appearance of visual clutter nor set a precedent for further similar signage within the Commercial Central City Business Zone.

As concluded in the VIA, the proposed billboard will serve to enliven the space, which is currently largely void of built form and used for car parking activities. The well designed and presented billboard will introduce a point of visual interest with a well-coordinated and orderly digital display.

With regard to those points raised under e. above, the frequency, intensity and proposed periods of illumination will largely be mitigated by those conditions proposed and appended as **Attachment [E]**. The prominence of the billboard will be mitigated by the proposed structure used to support and frame the billboard. The nature of surrounding land use has largely been discussed above. With regard to the adjacent Super Stop for public transport, the billboard will be visible to pedestrians and bus users, but as the super stop is located on the opposite side of the road, visual effects will be mitigated by distance, traffic and surrounding activity.

As concluded in the VIA, any potential adverse effects of the proposed billboard on surrounding properties will be less than minor as the majority of surrounding properties are either vacant, undeveloped, or have limited views in the direction of the subject site.



Some windows of the Rendezvous Hotel, as shown in [Figure 5](#), will look out onto the subject site but views of the billboard are likely to be minimal due to the oblique angles of the building and sign.



[Figure 5](#): view of properties immediately west of the subject site

Land to the east across Manchester Street is used for car parking activities by Christchurch City Council. As it is used for long stay parking, views of the sign from those car park users will be limited to their arrival in the morning and departure at night. The property to the north is also used for car parking activities, so will have similar effects as those described for users of the car parking facility on the eastern side of Manchester Street.

To the south of the subject site are the former Trinity Church and the State Building with both buildings heritage listed as ‘Highly Significant’ with the effects of the proposal on these heritage items assessed in the VIA.

Overall, based on the conclusions of the VIA, the effects of the illuminated and changing signage on these surrounding properties is considered to be less than minor (point e.iv).

Any adverse effects of the proposed billboard on surrounding road users will be mitigated through controls on the nature and intensity of the digital display including the luminance values, colours of images, types of images, length of image display and cross-dissolve. This will ensure the sign is not a distraction to motorists and will not be confused with traffic signals. Additionally, the road environment surrounding the subject site is slow speed, as limited to 30km/hr which in turn creates a safer traffic environment for road users. Overall, any adverse effects on the safety and efficiency of the surrounding road network are considered to be less than minor.

5.5 Illuminated, moving, changing, flashing or retro-reflective displays

6.8.5.2 Illuminated, moving, changing, flashing or retro-reflective displays

- a. *Whether the extent of the impacts of the signage are increased or lessened due to:*
 - i. *the frequency and intensity of intermittent or flashing light sources, and the proposed periods of illumination and frequency of image changes;*
 - ii. *the prominence of the sign due to its illuminated or animated nature and ability to draw the eye;*
 - iii. *the nature of surrounding land use activities; and*

- iv. *the proximity of the display to other properties and the likely effects of such intermittent or flashing lights or changing images upon those properties and their occupants.*
- b. *Where the site is within the Akaroa Heritage Area, the matters set out in Rule 9.3.6.3.*

Points ii., iii., and iv. have been assessed in depth above and within the VIA appended as **Attachment [B]**, with any adverse effects of the proposed billboard in relation to these matters considered to be less than minor. Point b. is not relevant to the proposal.

With regards to point i., there will be no flashing light sources with conditions proposed to this effect. The proposed period of illumination will be controlled through in-built light sensors, and the frequency of image changes will be limited to 1 image/every 8 seconds with conditions also proposed to this effect.

5.6 Positive Effects

The proposal will give rise to a number of positive effects, including:

- Enabling a productive and profitable use of the site for a short duration.
- The billboard will support local business by advertising their activities.
- It will enliven and brighten the space that is currently used for temporary car parking.

5.7 Conclusion

The proposal has been considered against the relevant assessment matters of the District Plan to determine potential adverse effects on the surrounding environment. Overall, as a result of the mitigation proposed including the design of the support structure, use of vegetation and operational controls, any adverse effects are considered to be less than minor.

6 Statutory Assessment

6.1 Section 104 (1) of RMA

Section 104 (1) of the RMA requires that the consent authority must, subject to Part 2, have regard to a range of matters when considering an application.

PART 5 of this application addresses the matters contained in section 104(1)(a) and (ab). This section of the application considers those matters relevant under section 104 (1)(b) and (c).

6.2 Objectives and Policies

In this instance, the most relevant planning document is that of the Christchurch District Plan, noting that the proposal is for a site specific signage proposal within an established commercial environment.

6.2.1 District Plan

The Objectives and Policies in the District Plan that are of direct relevance to this Application are identified and discussed below.

Objective 6.8.2.1 recognises the positive potential of signage to support the needs of business, communicate important public messaging and its ability to enhance the visual amenity values and character of the surrounding area. The illuminated nature and vibrancy of the display will introduce visually interesting elements to a site presently used for temporary car parking activities. The proposed sign is able to operate in the manner intended and described by Objective 6.8.2.1 to support business and communicate effectively with the general public.

Policy 6.8.2.1.2 discusses the need to avoid signage in sensitive locations with these listed as being residential areas, open space and rural zones, excluding heritage sites or settings. There are no residential zones located in close proximity to the site that will be adversely affected by the proposal. Whilst there are residential areas located nearby, these residential units are within commercial zones where signage is anticipated.

Policy 6.8.2.1.3 outlines the matters to be considered when assessing the effects of new signage as related to size, number, height, location, design and appearance and standard of maintenance of signs. The policy also describes the desirable outcomes to be encouraged. Overall, the assessment provided above discusses how the proposed sign will not cumulatively contribute to visual clutter and will not adversely affect the character or visual amenity of the zone. Effort has been made to visually integrate the billboard with the surrounds by including a planted structure to frame the billboard and soften its appearance. Overall, the proposed sign will serve to enliven and enhance the site.



Through the use of lighting and image controls, no adverse effects are anticipated on transport safety (Policy 6.8.2.1.4).

Critically, Policy 6.8.2.1.6 directs the Council to enable off-site signage where it is compatible with the surrounding environment, is appropriately maintained, will not create cumulative adverse effects and where consistency with Policy 6.8.2.1.3 can be achieved. As demonstrated throughout this report, digital signage is an effective and tidy method of signage display, as is evident through the increasing prevalence of digital signage within the Central City. Due to the distance between the subject site and nearby sensitive activities, no adverse effects are anticipated on these receptors. The proposal is also consistent with 6.8.1.2.3. Overall, the proposal satisfies the criteria outlined in Policy 6.8.2.1.6 such that the sign is considered to be enabled by the District Plan policy framework.

6.3 Section 95 of RMA

6.3.1 Section 95A Assessment

Section 95A of the RMA considers the need for public notification and sets out four steps in a specific order to be considered in determining whether to publicly notify.

In terms of Step (1), public notification is not requested, Section 95C pertaining to notification in the event that further information is not provided under Section 92 is not applicable, and the application is not being made jointly with an application to exchange recreation reserve land under Section 15AA of the Reserves Act 1977.

In terms of Step (2), the proposal does not fall within any of the matters for which public notification is precluded.

Moving to Step (3), notification is not required by a rule in a Plan or a NES, and as demonstrated in Section 5 of this report, the likely adverse effects on the environment will be less than minor.

Lastly, in terms of Step (4) as no special circumstances are considered to apply public notification is not required under any of the pathways in Section 95A.

6.3.2 Section 95B Assessment

While public notification is not necessary, any effects of the proposal on the local environment and upon particular parties must still be considered. This is addressed through Section 95B of the RMA, which has four steps similar to Section 95A.

In terms of Step (1), there are no affected protected customary rights or customary marine title groups in terms of Subclause (2), nor is the proposed activity on or adjacent to, or may affect land that is the subject of a statutory acknowledgement made in accordance with an Act specified in Schedule 11 in terms of Subclause (3).

In terms of Step (2), none of the circumstances in Subsection (5) that would preclude limited notification apply. We therefore move to Step (3).

Step (3) requires the consent authority to determine, in accordance with Section 95E, whether there are any affected parties. Section 95E states that a person is an affected person if the consent authority decides that the activity's adverse effects on the person are minor or more than minor (but are not less than minor). There are not considered to be any affected persons in this instance for the reasons given in the above assessment of effects.

Overall, any actual or potential adverse effects of the proposed development are considered to be less than minor.

In terms of Step (4), no special circumstances exist therefore the application may be processed on a non-notified basis.

With respect to the above, in consideration of the conclusions of the AEE, it is concluded that the proposal will result in less than minor adverse effects on the environment, and there are no other circumstances requiring or warranting public or limited notification.

6.4 Purpose and Principles of the RMA

The purpose of the RMA, as set out under section 5(2) is to promote the sustainable management of natural and physical resources. The relevant matters in Sections 6, 7 and 8 of the RMA also require consideration. There are no matters of national importance under Section 6 that need to be recognised and provided for in this application.

The RMA specifies that regard must be had to the relevant matters listed in Section 7. The relevant matters include:

- (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.*

On the whole, the proposal is considered to efficiently use the natural (land) and physical resources of the site. The proposal aligns with the outcomes anticipated within the Commercial Central City Business Zone and is compatible with the character and amenity of the zone. To this end, the proposal is considered to maintain and enhance amenity values and the quality of the environment.

There are no matters under Section 8 that require consideration with respect to this application. The subject site is not identified in the District Plan or otherwise known to be of any cultural significance.

For the reasons outlined in this report, the proposal is consistent with the purpose and principles under Section 5, and the associated matters under Part 2 of the RMA. The proposal represents an efficient use of natural and physical resources, and will be undertaken in a manner which avoids, remedies and mitigates potential adverse effects on the environment. It is considered that the proposal is consistent with the purpose and principles of the RMA and accords with the definition of sustainable management.



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD**

Limited as to Parcels

**Guaranteed Search Copy issued under Section 60 of the Land
Transfer Act 2017**




R. W. Muir
Registrar-General
of Land

Identifier **CB366/79**
Land Registration District **Canterbury**
Date Issued 01 July 1925

Prior References

DI A/S 1880

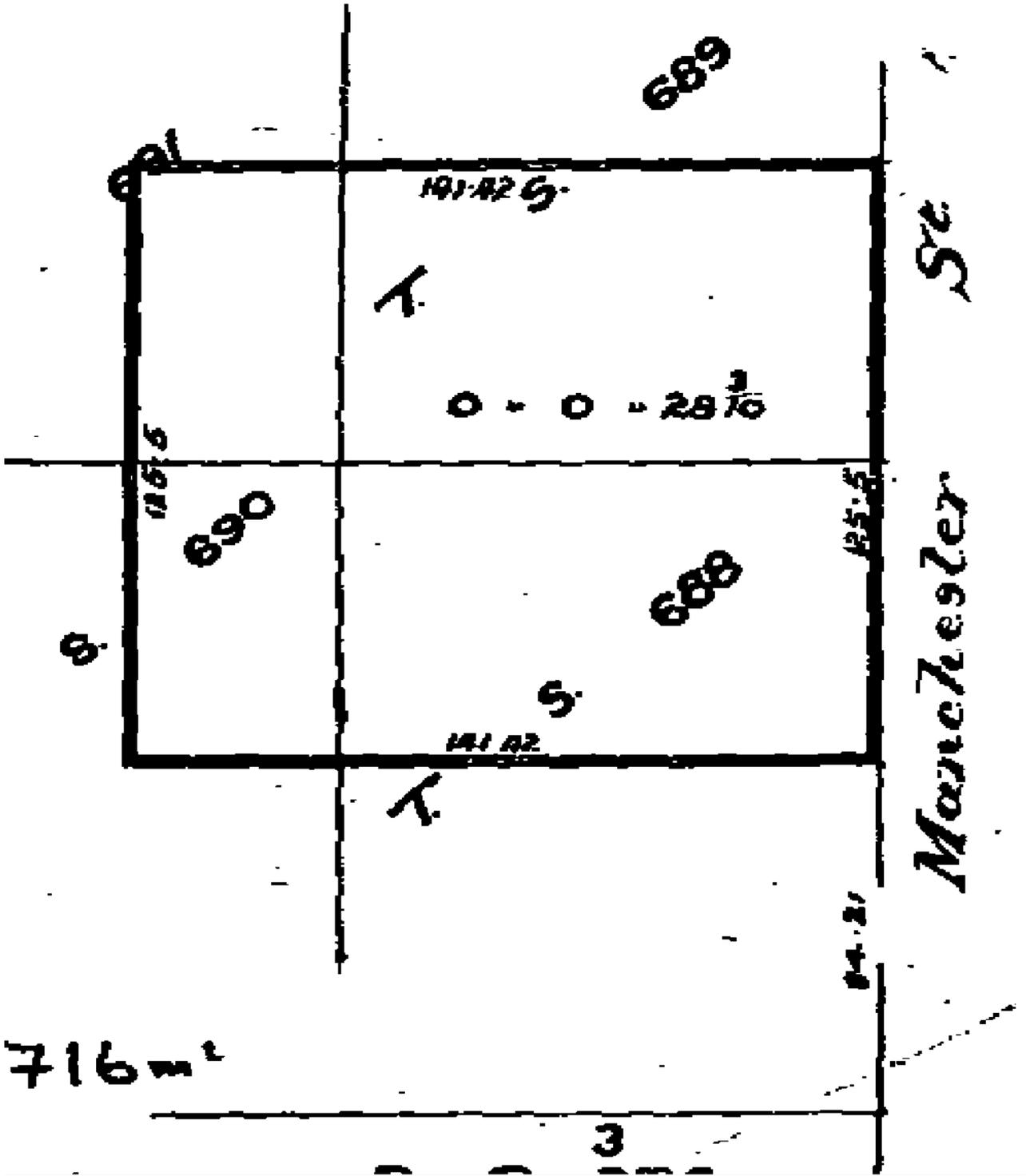
Estate Fee Simple
Area 716 square metres more or less
Legal Description Part Section 688-691 Town of
Christchurch

Registered Owners

Wilson Parking New Zealand Limited

Interests

125027 (199/354) Conveyance creating party wall rights over part and appurtenant to the whole of the above described land



225 MANCHESTER STREET – DIGITAL BILLBOARD

WILSON PARKING

Urban Design and Visual Impact Assessment

Project No. 2020_049 | C

27 AUGUST 2020

225 MANCHESTER STREET – DIGITAL BILLBOARD

Project no: 2020_049
 Document title: Urban Design and Visual Impact Assessment

Revision: C
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Author: Sophie Beaumont / Dave Compton-Moen
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DOCUMENT HISTORY AND STATUS

| REVISION | DATE | DESCRIPTION | BY | REVIEW | APPROVED |
|----------|-----------|--|--------|----------|----------|
| A | 5/08/2020 | UDVIA Report for Comment | SB/DCM | DCM | |
| B | 6/08/2020 | For Resource Consent | DCM | NR (TPG) | |
| C | 27/8/2020 | Additional plants and irrigation added | DCM | NR (TPG) | |
| | | | | | |
| | | | | | |

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1. INTRODUCTION AND PROPOSAL

The following report is an Urban Design and Visual Impact Assessment for a proposed 6x3m double-sided, freestanding digital billboard sign at 225 Manchester Street, Christchurch. The proposed billboard will be located within the eastern boundary of the existing Wilsons carpark and is surrounded by a 'green frame' created using a mix of potted plants, climbers and vines. The structure is proposed to be 9m high with the billboard starting at 2.5m above ground level. It is anticipated that the structure will be 800-1200mm wide. The plants are supported by a steel mesh frame which 'hide' the main supporting structure. The billboard is designed to be located within carparks and positioned immediately abutting the road boundary to help define the street edge to Manchester Street.

The site is located in the Commercial Central City Business Zone and on the edge of Otakaro's East Frame (V4) Designation. The site has a Central City Active Frontage requirement and a requirement for a veranda. The area has a 28m maximum height overlay. A full description of the existing urban environment is described in Section 3.1 below. A mock-up of the proposal is shown in page 2 of the appendix. A series of photos and figures are attached in appendix one of this report along with details of the proposal.

2. METHODOLOGY

The urban design and visual impact assessment considers the likely effects of the proposal in a holistic sense. There are three components to the assessment:

1. Identification of the receiving environment and a description of the existing urban character;
2. The urban design assessment is an assessment of the proposal against the policies, objectives and rules of the relevant District Plan in regard to building style, land use activity, setbacks and active frontages, height, shading and signage (if relevant);
3. The visual impact assessment is primarily concerned with the effects of the proposal on visual amenity and people, evaluated against the character and quality of the existing visual catchment.

2.1 URBAN DESCRIPTION

To describe the character of the receiving urban environment a site visit is undertaken noting the character of existing buildings, their height, setbacks from street frontages and where there are any active frontages. The style and character of individual buildings are noted and grouped where possible, with particular emphasis placed on buildings with any heritage value. A combination of desktop and site analysis is used to determine the overall character of an urban area and what its 'Sensitivity to Change' may be. For example, an urban area which exhibits a high level of cohesion and uniformity may have a higher sensitivity to a proposal than an area which is more irregular and mixed.

As the proposal relates to signage, a broad-brush inventory of existing signage is undertaken within the receiving environment, noting their size, orientation, height, relationship to adjoining buildings and illumination. In many examples, corporate colours are considered to be signage and will be noted accordingly.

2.2 URBAN DESIGN ASSESSMENT

The urban design assessment component reviews the proposal against the policies, objectives and rules of

the District Plan which relate to Signage and Central City Urban Design matters. When assessing the proposal, the receiving environment is considered and whether the proposal will have an adverse effect on the existing urban character and amenity of a place, which is described above.

2.3 VISUAL ASSESSMENT METHODOLOGY

In response to section 7(c) of the RMA, an evaluation is undertaken to define and describe visual amenity values. As with aesthetic values, with which amenity values share considerable overlap, this evaluation was professionally based using current and accepted good practice rather than community-based methods.

Amenity values are defined in the Act as *“those natural or physical qualities and characteristics of an area that contribute to people’s appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes.”* The visual assessment looks at the sensitivity of receptors to changes in their visual amenity through the analysis of selected representative viewpoints and wider visibility analysis. It identifies the potential sources for visual effects resulting from the project and describes the existing character of the area in terms of openness, prominence, compatibility of the project with the existing visual context, viewing distances and the potential for obstruction of views.

2.3.1 BILLBOARD ANALYSIS

For the assessment of Billboards, the following research is a useful resource:

LED Billboard Research: Technical Review of Visual Effects, prepared by CCC, October 2016 by Boffa Miskell and Connectics.

The report states *‘Following an assessment of the potential sensitivity of the available viewing audience, the visual assessment then considers the potential change which will result from visibility of the Proposed Development. It should be remembered that views of a development do not necessarily equate to visual effects. Visual impact is not always negative and a change in view is not automatically wrong’.*

To assist further with the analysis of digital billboards we have visited several existing billboards, both digital and static, to determine their extent of influence or visual catchment of a billboard as well as to compare the brightness of a digital billboard versus an externally illuminated static billboard. Four different existing 6x3m billboards were observed during the day and night to assess the visibility of digital and static billboards in an urban environment during these times. During the day, the billboards were generally noticeable when standing further than 100m away from the structure but their content indiscernible. At night, both static (externally lit) and digital billboards had a higher level of visibility but did not necessarily have an adverse effect on the surrounding environment, depending on the character of the receiving environment. Between 100-200m away the billboards started to blend in with the surrounding light sources and activities, and with distances further away the boards are viewed in context with lights from houses, traffic lights and other illuminated signs. The billboards that were placed in front of or integrated into a building did not look out of context and tended to assimilate better than a free-standing sign. Again, this is dependent on context. Visual effects of these billboards when viewed from over 200m were generally not considered to be adverse in these urban environments, particularly when surrounded by a high level of ambient light and activity.

There was no apparent difference of visibility between a digital billboard and a static, externally lit billboard at night.

The visual assessment involves the following procedures:

- Identification of key viewpoints: A selection of key viewpoints are identified and verified for selection during the site visit. The viewpoints are considered representative of the various viewing

audiences within the receiving catchment, being taken from public locations where views of the proposal were possible, some of which would be very similar to views from nearby residential properties/apartments. The identification of the visual catchment is prepared as a desktop study in the first instance using Council GIS for aeriels and contours. This information is then ground-truthed on site to determine the key viewpoints and potential audience. Depending on the complexity of the project a 'viewshed' may be prepared which highlights the 'Theoretical Zone of Visual Influence' (TZVI) from where a proposal will theoretically be visible from.

- Assessment of the degree of sensitivity of receptors to changes in visual amenity resulting from the proposal: Factors affecting the sensitivity of receptors for evaluation of visual effects include the value and quality of existing views, the type of receiver, duration or frequency of view, distance from the proposal and the degree of visibility. For example, those who view the change from their homes may be considered to be highly sensitive. The attractiveness or otherwise of the outlook from their home will have a significant effect on their perception of the quality and acceptability of their home environment and their general quality of life.
- Those who view the change from their workplace are considered to be only moderately sensitive as the attractiveness or otherwise of the outlook will have a less important, although still material, effect on their perception of their quality of life. The degree to which this applies depends on whether the workplace is industrial, retail or commercial. Those who view the change whilst taking part in an outdoor leisure activity may display varying sensitivity depending on the type of leisure activity. For example, walkers in open country on a long-distance tramp are considered to be highly sensitive to change while other walkers may not be so focused on the surrounding landscape. Those who view the change whilst travelling on a public thoroughfare will also display varying sensitivity depending on the speed and direction of travel and whether the view is continuous or occasionally glimpsed.
- Identification of potential mitigation measures: These may take the form of revisions/refinements to the engineering and architectural design to minimise potential effects, and/or the implementation of landscape design measures (e.g. screen tree planting, colour design of hard landscape features etc.) to alleviate adverse urban design or visual effects and generate potentially beneficial long-term effects.
- Prediction and identification of the pre-mitigation and residual effects after the implementation of the mitigation measures.

2.4 EFFECTS ANALYSIS METHODOLOGY

Analysis of the existing urban and visual environment is focused upon understanding the functioning of how an environment is likely to respond to external change (the proposal). The assessment considers the resilience of the existing character, values or views and determines their capacity to absorb change, or sensitivity to change. The proposal is assessed in its 'unmitigated' form and then following proposed mitigation to determine the likely residual effects. The analysis identifies opportunities, risks, threats, costs and benefits arising from the potential change.

Assessing the magnitude of change (from the proposal) is based on the NZILA Best Practice Guide – Landscape Assessment and Sustainable Management (02.11.10) with a seven-point scale, being:

EXTREME / VERY HIGH / HIGH / MODERATE / LOW / VERY LOW / NEGLIGIBLE

In determining the extent of adverse effects, taking into account the sensitivity (low, medium, high) of the visual receptor, combined with the Magnitude of Change proposed, the level of effects is along a continuum to ensure that each effect has been considered consistently and in turn cumulatively. This continuum may include the following effects (based on the descriptions provided on the Quality Planning website (ref: <http://www.qualityplanning.org.nz/index.php/node/837> - Determining the Extent of Adverse Effects):

- **Indiscernible Effects** No effects at all or are too small to register.
- **Less than Minor Adverse Effects** Adverse effects that are discernible day-to-day effects, but too small to adversely affect other persons.
- **Minor Adverse Effects** Adverse effects that are noticeable but will not cause any significant adverse impacts.
- **More than Minor Adverse Effects** Adverse effects that are noticeable that may cause an adverse impact but could be potentially mitigated or remedied.
- **Significant Adverse Effects that could be remedied or mitigated** An effect that is noticeable and will have a serious adverse impact on the environment but could potentially be mitigated or remedied.
- **Unacceptable Adverse Effects** Extensive adverse effects that cannot be avoided, remedied or mitigated.

Identification of potential mitigation or offsetting measures: These may take the form of revisions/refinements to the engineering and architectural design to minimise potential effects, and/or the implementation of landscape design measures (e.g. screen tree planting, colour design of hard landscape features etc.) to alleviate adverse urban design or visual effects and/or generate potentially beneficial long-term effects. The following table assists with providing consistency between NZILA and RMA terms to determine where effects lie.

| | | | | | | | | |
|------------------------|--------------|-------------|-----------------|----------|-----------------|---------------|----------|------------|
| NZILA Rating | Extreme | Very High | Moderate | | | Low | Very Low | Negligible |
| | | | Moderate-High | Moderate | Moderate-Low | | | |
| RMA Effects Equivalent | Unacceptable | Significant | More than Minor | Minor | Less than Minor | Indiscernible | | |

The NZILA rating of 'Moderate' has been divided into 3-levels as a 'Moderate' magnitude of change to always result in either 'More than Minor' or 'Minor' effects but maybe one or the other depending on site conditions, context, sensitivity or receiving character and its degree of change. Identification of potential mitigation or offsetting measures: These may take the form of revisions/refinements to the engineering and architectural design to minimise potential effects, and/or the implementation of landscape design measures (e.g. screen tree planting, colour design of hard landscape features etc.) to alleviate adverse urban design or visual effects and/or generate potentially beneficial long-term effects.

Prediction and assessment identification of the residual adverse effects after the implementation of the mitigation measures. Residual effects are considered to be five years after the implementation of the proposed mitigation measures, allowing for planting to get established but not to a mature level.

3. ASSESSMENT OF EFFECTS

3.1 EXISTING URBAN CHARACTER

The proposed billboard is located within an urban area, defined by its significant amounts of roading, lighting and additional infrastructure. The site is located along Manchester Street, to the south of Gloucester Street and the north of Worcester Street. The wider area surrounding the proposed site is predominantly a mixture of commercial spaces and retail/hospitality, with medium density residential development located along the eastern edge of the East Frame Open space. However, there are significant gaps in built form with the receiving environment generally lacking a cohesive architectural design or character. Vacant sites dominant the built character of Manchester Street at present. Immediately to the south of the block containing the proposal are several heritage buildings, in various states of repair:

- Shands Emporium (heritage item 256) – originally located on Hereford Street prior to the earthquakes, this old timber, two storey structure is a Category 1 heritage building in the District Plan is located at 217 Manchester Street. The building is built up to the street edge but is not directly visible from the proposal site due to the Former Trinity Congregational Church's position immediately in front.
- At 117 Worcester Street (heritage item 577) is the former State Insurance building. The building was built in 1934-35 and has been used as an office building until the earthquakes in 2010/11. It is currently empty and awaiting repair. The building is 7 storeys high and is built up to the street frontage. This building, along with the former Trinity Church, the old Government building (housing the Heritage Hotel and apartments) and Cathedral Junction forms a largely intact heritage character street.
- The former Trinity Congregational Church on the corner of ((heritage item 577) at 124 Worcester Street and Manchester is a Highly Significant heritage building with a Category 1 Listing. It was extensively damaged in the 2010/11 earthquakes and is currently under repair. The building is of overall high significance to Christchurch and Banks Peninsula as a 19th century church that was used for Congregationalist worship for a century, then for the Pacific Island community in Christchurch, and later for its use by local community groups before becoming a well-known Christchurch restaurant and music venue.¹

Immediately to the west/northwest of the proposal site is the Rendezvous Hotel (approximately 70m in height), which is currently Christchurch's tallest building, and Sampan House. Sampan House is a two-storey commercial building fronting Gloucester Street but without any windows looking to the east. The wall is devoid of detail, currently hosting a large piece of street art. The Rendezvous Hotel has numerous windows overlooking the proposal site, starting at the third floor or 11.5m above the existing ground. Cathedral Junction (approximately 27m in height high and 10 storeys) is immediately to the southwest of the proposal site, sharing the western boundary. The building includes apartments with windows looking down on the proposal site. Windows start on the 3rd floor, set back approximately 5m from the internal boundary, with a 5m high blank concrete wall on the boundary.

Surrounding the site there is a balance between open space, vacant sites and built infrastructure. Roading and carpark infrastructure initially dominate the environment, with large green spaces bounding the site to

¹ <https://districtplan.ccc.govt.nz/Images/DistrictPlanImages/Statement%20of%20Significance/Central%20City/HID%20580.pdf>

the east. The pockets of open space and vegetation types found from Manchester Street through to Latimer Square, though some still in a juvenile state, provide a buffer between the residential outskirts and more built up commercial centre.

The East Frame designation on the eastern side of Manchester Street allows for future mixed-use development including a series of apartment buildings. A short video can be viewed on https://www.otakarold.co.nz/anchor-projects/the-east-frame/?gclid=EAlaIqobChMIorey_9WF6wIViH8rCh05Rwj6EAAYASAAEgIhrPD_BwE which shows the future potential development along the eastern side of Manchester Street. The buildings will, it is hoped, form a well-defined built edge along this frontage but will at the same time block views from the proposal site to the East Frame open space/park. It is anticipated these buildings will be 4-5 storeys in height but the exact bulk, location and design or their 'activity composition' of these buildings is unknown at this stage. It is possible these buildings will be a similar form to the recently completed Bedford Apartments which fronts Madras Street. The eastern side of Rauora Park (the East Frame) consists of residential terrace housing, varying between 2 and 3 storeys which have recently been built or are being built. These buildings form a strong edge to the park, and front onto this space with the closest dwellings being 116m from the proposal.

Throughout the wider site there are several existing signage types, spanning the length of Manchester Street and surrounding open space. These range in size, type and frequency but include digital free-standing signs, advertising pillars, information boards and posters.

Surrounding streets are characterised by wide footpaths and a high level of amenity given the relatively recent upgrade to paving, street tree planting and seating. New light poles have also recently been installed along with a significant amount of public transport infrastructure, shelters, signs and bus lanes. Traffic lights are located at each intersection along with a signalised pedestrian crossing immediately opposite the proposal site. However, given the lack of buildings along Manchester Street pedestrian numbers are relatively low. A series of viewpoints are discussed within section 3.3 of this report to assess the extent of the views of the proposal.

3.2 URBAN DESIGN ASSESSMENT

Located in the Commercial Central City Business (CB) Zone, the proposal has been assessed against the objectives, policies and rules of Chapters 15: Commercial and Chapter 6.8: Signs of the Christchurch City District Plan in regard to urban design matters:

CHAPTER 15 – COMMERCIAL CENTRAL CITY BUSINESS ZONE

15.2.6 Objective - Role of the Commercial Central City Business Zone

- a. *A Commercial Central City Business Zone that re-develops as the principal commercial centre for Christchurch District and is attractive for businesses, residents, workers and visitors, consistent with the Strategic Direction outcomes for the built environment.*

Response

The proposed sign adds vibrancy and activity to a site which is yet to be developed. Combined with the carpark it allows the revenue to be generated from the site without having an adverse effect on the visual amenity of the receiving environment or preventing future development of the site.

12.2.6.3 Policy - Amenity

- a. Promote a high standard of amenity and discourage activities from establishing where they will have an adverse effect on the amenity values of the Central City by:
 - i. requiring an urban design assessment within the Core of the Commercial Central City Business Zone;
 - ii. setting height limits to support the provision of sunlight, reduction in wind, avoidance of overly dominant buildings on the street and an intensity of commercial activity distributed across the zone;
 - iii. prescribing setback requirements at the boundary with any adjoining residential zone;
 - iv. ensuring protection of sunlight and outlook for adjoining residential zones;
 - v. setting fencing and screening requirements;
 - vi. identifying entertainment and hospitality precincts and associated noise controls for these and adjacent areas, and encouraging entertainment and hospitality activities to locate in these precincts;
 - vii. protecting the efficiency and safety of the adjacent transport networks; and
 - viii. recognising the values of Ngāi Tūāhuriri/ Ngāi Tahu in the built form, and the expression of their narrative.

Response

The proposed sign is temporary in nature. A green frame surrounds the billboard to provide amenity to the billboard structure, to create visual interest and to help strengthen the street edge along this segment of Manchester Street which is yet to be developed. The structure does not create any adverse effects from shading or wind. The proposal is over 300m away from any residential zones and will only be partially visible. Views are likely to be fully screened once the East Frame is developed.

CHAPTER 6.8 SIGNS

6.8.1 Objectives and Policies

6.8.2.1 Objective - Signage

- a. *Signage collectively contributes to Christchurch's vitality and recovery by:*
 - i. *supporting the needs of business, infrastructure and community activities;*
 - ii. *maintaining public safety; and*
 - iii. *enhancing the visual amenity values and character of the surrounding area, building or structures.*

Response

The proposed billboard and supporting structure are designed to add to the vitality and recovery of the central city. The billboard will support local businesses, through the ability to advertise where their business may not be visible to passing motorists, public transport users or pedestrians.

The proposed billboard and green frame are considered to add visual interest to a block which is otherwise devoid of activity or built form. The buildings along the western boundary of the site are also devoid of detailing on the first two floors. This is understandable as these are the 'side walls' which would have originally been 'hidden' by buildings fronting Manchester Street. The proposed position of the sign is considered positive to strengthen the built edge of the street where no buildings are currently present, to create a sense of enclosure. The proposal does not affect the character or form of any buildings or prevent the development of a building on the site.

6.8.2.1.1 Policy- Enabling signage in appropriate locations

- a. *Enable signage:*
 - i. *as an integral component of commercial and industrial environments, strategic infrastructure and*

community activities throughout the Christchurch District; and

- ii. *that is necessary for public health and safety and to provide direction to the public.*

Response

The location of the billboard is considered appropriate, in a central commercial area where there are currently no billboards in close proximity. The viewshed has been prepared showing where the billboard will be visible from, noting the closest residential zone is over 300m from the development and that views will be blocked once the East Frame is developed to its full potential. The location is considered appropriate for the proposal.

6.8.2.1.2 Policy - Controlling signage in sensitive locations

- a. *Ensure the character and amenity values of residential, open space and rural zones are protected from adverse visual and amenity effects from large areas or numbers of signs or off-site signs within these zones.*

Response

The viewshed prepared in the attached figures shows the closest residential zone being over 300m away to the northeast. At this distance the billboard is viewed in context of the central city where vibrant colours, lighting and signage is expected. Rauora Park and Margaret Mahy playground are considered part of the receiving environment, until the building proposed on the eastern side of Manchester Street is developed, but the billboard is not considered to adversely effect the character and amenity values of these spaces. The billboard and supporting structure will be viewed in context with the existing side walls along the western side of the proposal site (Rendezvous Hotel, Cathedral Junction and Sampan House), through the existing transport infrastructure (signs, bus stops and traffic lights) on Manchester Street.

The billboard is not considered to have an adverse effect on the heritage buildings on Worcester Street, being far enough away not to be viewed in the same context or to affect views of the buildings. The buildings are in varying states of disrepair with signs of vandalism and damage (from the earthquakes) still clearly visible. The Trinity Church is currently being repaired using a combination of concrete panels and a bluestone veneer compared to the original building which was constructed purely of bluestone. The former State Insurance building is unoccupied with no sign of any remedial work being started². In time, future buildings will be developed on the northwestern corner of Worcester and Manchester which will further separate the proposal from Worcester Street. In any case, the proposal is considered to add to the vibrancy and character of Manchester Street, which is largely devoid of any interest or sense of enclosure.

Overall, the site is not considered a sensitive location.

6.8.2.1.3 Policy- Managing the potential effects of signage

- a. *In considering Policies 6.8.2.1.1 and 6.8.2.1.2, ensure that the size, number, height, location, design, appearance and standard of maintenance of signs:*
- i. *do not detract from, and where possible contribute to, the character and visual amenity of the surrounding area and public realm;*
 - ii. *integrate within the facade of the building, do not detract from the integrity of the building design, and maintain the building as the primary visual element;*
 - iii. *are in proportion to the scale of buildings and the size of the site; and*
 - iv. *enhance the Central City.*

Response

² <https://www.stuff.co.nz/the-press/business/the-rebuild/119014561/christchurchs-dirty-30-derelict-sites-still-a-work-in-progress>

As outlined above, the sign is not considered to detract from the character or visual amenity of the surrounding area and public realm. It is not possible at this stage to integrate the sign with the building design but the proposed 'green frame' provides the potential for the billboard to be integrated into a structure, albeit in a temporary fashion.

When compared to existing buildings in the area, the proposal is of a relatively small scale and will not form part of the skyline when viewed from most locations. The heritage character of Worcester Street is not considered to be affected by the proposal, being approximately 70m away from the closest heritage building. The corner of the Heritage Hotel is visible from the site but is viewed in context with the large coloured mural which is on the eastern wall of an adjacent building. The three east most windows of the building will be able to see the billboard until a building is developed on 129-135 Worcester Street.

6.8.2.1.6 Policy - Managing off-site signage

- a. *Limit off-site signage in the sensitive zones specified in Policy 6.8.2.1.2 and to enable such signage where it:*
 - i. *is compatible with the surrounding environment and is located within a commercial or industrial context;*
 - ii. *is appropriately maintained;*
 - iii. *will not cause or contribute to visual clutter and other cumulative adverse effects; and*
 - iv. *is consistent with the outcomes sought in Policy 6.8.2.1.3.*

Response

As outlined above, the site is not considered a sensitive location with the proposal being compatible with the surrounding environment, in a commercial context. It is considered the proposal is consistent with the outcomes sought in Policy 6.8.2.1.3.

3.3 VISUAL EFFECTS

3.3.1 VISUAL CATCHMENT AND AMENITY

The following table outlines the potential visual effects likely to be experienced by Visually Sensitive Receivers in the receiving environment. To assist with determining effects, a series of public viewpoints were visited, considered representative of views that may be experienced from surrounding businesses, residences and public spaces (including footpaths). These were as follows:

1. View South From 265 Manchester Street
2. View North-West From 185 Hereford Street
3. View North From 180 Manchester Street
4. View north from High – Manchester Street Intersectio

3.3.2 TABLE OF VISUAL EFFECTS

The following table outlines the potential visual effects each Visually Sensitive Receptor might receive:

Table 1: Assessment of Effects on Visually Sensitive Receptors

| Viewpoint | Visually Sensitive Receptors (VSR) | Distance from Proposal (m) | Type of View (open, partial, screened) | Description of existing view | Sensitivity of VSR | Magnitude of Change | Effects | Description of Effects |
|--|--|----------------------------|--|---|--------------------|---------------------|-----------------|---|
| 1 – View south from 265 Manchester Street | Pedestrians / Cyclists along Manchester Street / Gloucester Street | 50m | Open | Views from this location are open, with much of the view being dominated by carparking, existing lighting and intersection infrastructure at the intersection of Gloucester and Manchester Street. The view is framed by existing established planting along the street edge and existing signage. Urban development varies in architectural style, set back and is openly visible. | Medium | Low | Less than Minor | The proposed billboard will be visible from Manchester Street to the north of the site, Urbanz Accommodation and from parts of Margaret Mahy Playground. As the East Frame is developed views from the playground will become more intermittent. At almost 200m distance, and given the amount of existing lights, signs and movement, any magnitude of change to the current view is considered Low, resulting in Less than Minor effects. |
| | Users of Margaret Mahy Playground | 190m | Open | | Medium | | | |
| | Visitors to Urbanz Accommodation | 130m | Open | | Medium | | | |
| | Officer workers in the UniMed Building, 166 Gloucester Street | 80m | Partial | Partial views are available from the upper floors of this building, looking to the south across the top of Sampan House towards Manchester Street, until Manchester Street is developed. | Medium | Low | Less than Minor | Partial views are available over Sampan House but will generally be looking across or down onto the proposal. While the sign will be visible, workers are considered to be less sensitive to signs (in a commercial area) with the magnitude of change considered to be low. |
| 2 – View North-West from 185 Hereford Street | Pedestrians / Cyclists along Huanui Lane | 200m | Open | Views from this point look across open space from Hurunui Lane to Manchester Street. The view is open, with much of the view dominated by urban development varying in architectural style and height. Existing vegetation is juvenile in state and dominates the foreground of the view, while not yet providing screening. Lighting infrastructure and existing signage are openly visible. | Medium | Low | Less than Minor | Existing vegetation will provide partial screening of the proposed billboard, combined with the intervening distance effects are considered to be less than minor. The billboard will be viewed against existing buildings and will not form part of the skyline. |
| | Residents of Latimer Terraces | | | | High | | | |
| 3 – View North from 180 Manchester Street | Pedestrians / Cyclists along Manchester Street / Worcester Street | 80m | Open | The viewpoint is dominated by existing urban infrastructure along Manchester Street. Large infrastructure breaks into the skyline, such as traffic lights and light poles are highly visible, as well as built forms of varying architectural styles, set back and heights. Existing signage in carparks and bus shelters is openly visible from the view, as well as street art on building faces. | Medium | Low | Less than Minor | When looking north along Manchester Street, the billboard and frame will form the western edge of the street reserve. At present the frontage lacks a sense of enclosure or definition which will not be achieved until the block is developed. The sign will be openly visible, but given the current visual amenity of the area and the expectation to see signs in a commercial area, the magnitude of change is considered to be low. |
| | Vehicle Users along Manchester Street / Worcester Street | | | | Low | | | |

| | | | | | | | | |
|--|--|-----|------|---|--------|----------|-----------------|--|
| 4 – View west from the East Frame | Future residents of the East Frame | 40m | Open | Open views will be available looking towards the site. Currently open views are available of the carpark and the side walls of Cathedral junction, the Rendezvous Hotel and Sampan House. All of these buildings have blank walls at lower levels, along cadastral boundaries, with windows generally restricted to be above the 2 nd floor. | High | Low | Less than Minor | The proposed billboard will be viewed against the backdrop of existing commercial buildings. The proposed billboard will not be viewed against the sky nor will it form part of the existing or future built skyline from this location. |
| | Users of the bus stops on Manchester St | 20m | Open | Open views are possible from the bus stops on Manchester Street looking across to the proposal site, Rendezvous Hotel, Cathedral Junction and Sampan House. | Medium | Low | Less than Minor | The sign will be viewed on an angle from this location and against the side wall of Cathedral Junction and Rendezvous Hotel and their associated artworks. While the views are relatively close, the billboard will be viewed against these buildings and will not form part of the skyline. |
| 5 – View east from Cathedral Junction and Rendezvous Hotel | Residents and guests at the hotel and apartments | 35m | Open | Open views are available to the east looking down onto the proposal site, Manchester Street and East frame. Higher floors have views further afield to the proposed stadium site and towards the cluster of development in the Innovation precinct. | High | Very Low | Less than Minor | Angled views will be possible of the proposed billboard, looking down onto the proposal. The billboard will not block any views from this location and will be viewed in context with Manchester Street and its associated public transport infrastructure. In all cases, the billboard will appear as a small part of the wider view. The magnitude of change is considered low with less than Minor adverse effects. |

4. MITIGATION MEASURES

The following mitigation measures are suggested to either avoid, remedy, or mitigate any potential effects on visual amenity:

MM1 GREEN SUPPORTING STRUCTURE

The framework of the billboard is to be constructed with gabion baskets planted with a mix of climbers, vines and pots to minimise its visibility against the existing built infrastructure and street side planting. This will soften the structure and reduce its overall perceived scale, ensuring it is in keeping with the character of the urban environment. The proposed species are, but not limited to:

- Jasmine (*Trachelospermum jasminoides* – exotic climber),
- Wisteria floribunda 'Alba', (exotic climber) and
- Clematis paniculata (native climber)
- *Astelia fragans*, *kakaha* - (Native – potted)
- *Anthropodium cirratum*, *rengarenga* (Native – potted)
- *Parthenocissus insertia* (exotic - False Virginia creeper (vine))

Pots will be attached at different levels up the structure to provide 'instant' green while the climbers and vines establish to cover the structure. A dripline irrigation system will be installed.

5. CONCLUSIONS

The proposed digital billboard and supporting structure are considered to be appropriate for the receiving urban environment, located in an area which is not considered a sensitive location under Policy 6.8.2.1.3. The proposal is not considered to detract from the heritage character and setting of Worcester Street, and will provide vibrancy and activity, to a block which is largely devoid of any activity at present. The proposal does not prevent future development of the site

In visual amenity terms, the largest adverse effects are considered to be Less than Minor with all sensitive receivers located at a sufficient distance from the proposal or of a transient nature where any adverse effects are acceptable. This also accounts for the quality of existing views in the area.



APPENDIX ONE - URBAN DESIGN AND VISUAL IMPACT ASSESSMENT

DIGITAL BILLBOARD PROPOSAL - WILSON CARPARK, MANCHESTER STREET
FOR WILSON PARKING

06 August 2020
Project no. 2020_049
REVISION C



WILSONS CARPARK, MANCHESTER STREET DIGITAL BILLBOARD PROPOSAL

Project no: 2020_049
Document title: URBAN DESIGN AND VISUAL IMPACT ASSESSMENT
Revision: C
Date: 06 August 2020
Client name: WILSON PARKING

Author: David Compton-Moen | Sophie Beaumont | Will Todd

File name: 2020_049_Wilsons_225 Manchester Street _Billboard UDVIA_A

DOCUMENT HISTORY AND STATUS

| REVISION | DATE | DESCRIPTION | BY | REVIEW | APPROVED |
|----------|------------|-----------------------|-----|--------|----------|
| A | 31/07/2020 | UDVIA Report | SB | DCM | |
| B | 06/08/2020 | Viewshed Illustration | WT | DCM | |
| C | 06/08/2020 | Additional viewpoint | DCM | | |



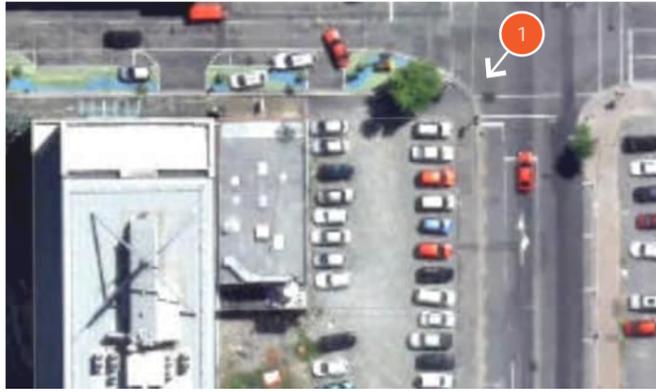
DCM URBAN DESIGN LIMITED

Level 3, 329 Durham Street North
Christchurch 8013

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A. IMAGE LOCATION

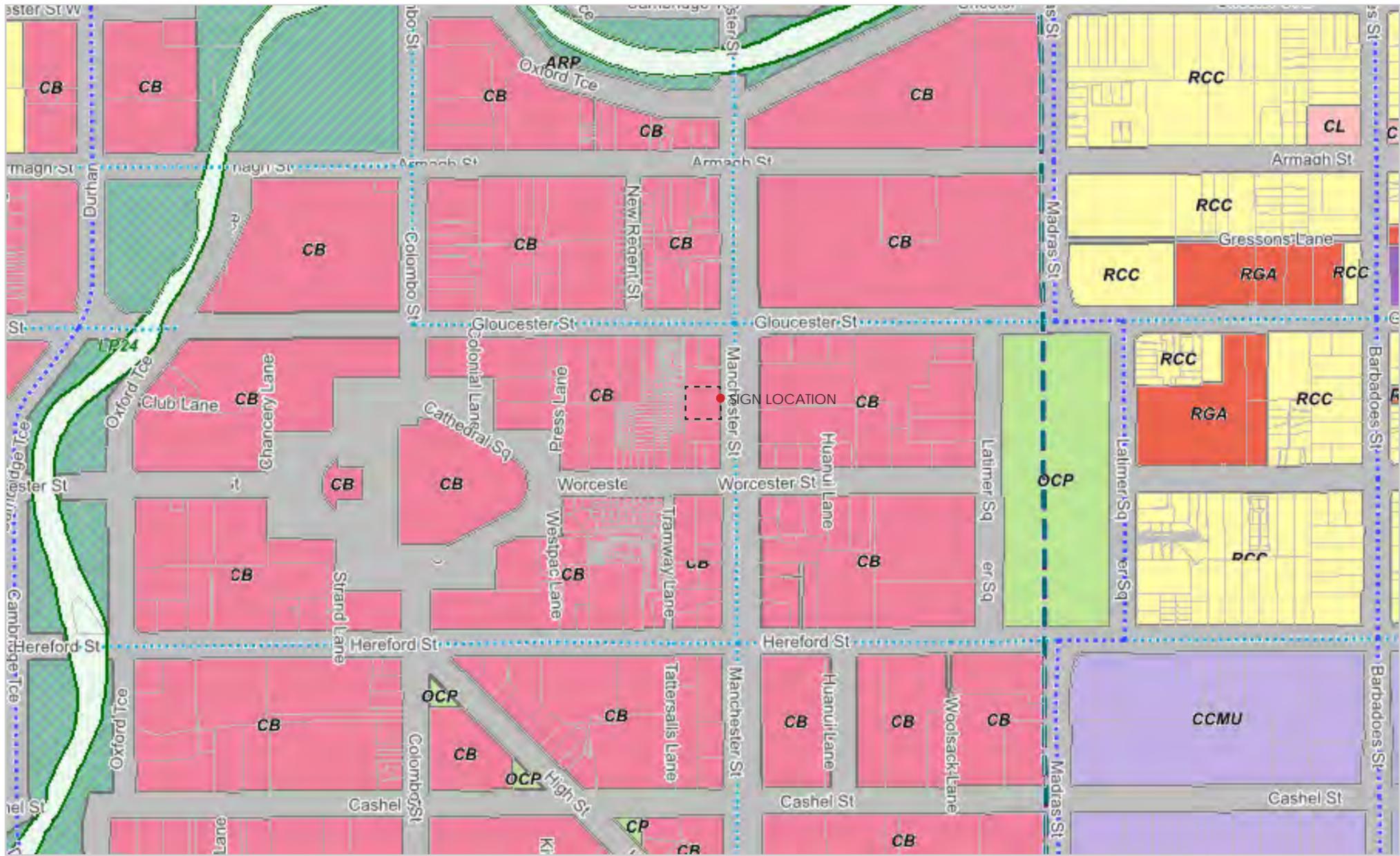


B. EXISTING VIEW

The proposal is to establish a 6x3m portrait format, double-sided digital billboard fronting Manchester Street. The billboard is surrounded by a steel frame and a mix of climbers and plants to establish a green frame.



C. ILLUSTRATION SHOWING THE PROPOSED DIGITAL BILLBOARD WITH CLIMBERS



Map Legend

- Land Use Zones**
- Labels
- Zone Labels
- Zone
- ARP** Avon River Precinct (Te Papa Ōtākaro) Zone
 - CB** Commercial Central City Business Zone
 - CCMU** Commercial Central City Mixed Use Zone
 - CSF** Commercial Central City (South Frame) Mixed Use Zone
 - CL** Commercial Local Zone
 - OCP** Open Space Community Parks Zone
 - OWM** Open Space Water and Margins Zone
 - RCC** Residential Central City Zone
 - RGA** Residential Guest Accommodation Zone
 - SPS** Specific Purpose (School) Zone
 - Transport Zone

Other Notations

- Road Hierarchy
- Collector
 - Major Arterial
 - Minor Arterial
 - Central City Local Distributor
 - Central City Main Distributor

A. DISTRICT PLAN MAP SHOWING PROPOSED SIGN LOCATION

Map / image source: Christchurch City Council - District Plan

URBAN DESIGN AND VISUAL IMPACT ASSESSMENT

DISTRICT PLANNING MAP

DIGITAL BILLBOARD PROPOSAL - 225 MANCHESTER STREET, CHRISTCHURCH





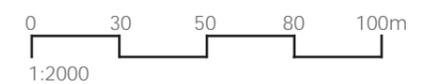
A. AERIAL PHOTO SHOWING THE PROPOSED SIGN LOCATION

Map / image source: Canterbury Maps

URBAN DESIGN AND VISUAL IMPACT ASSESSMENT

CONTEXT - VISUAL CATCHMENT

DIGITAL BILLBOARD PROPOSAL - 225 MANCHESTER STREET, CHRISTCHURCH



LEGEND

VIEWPOINT LOCATIONS

- 1 VP1 - VIEW South from 265 Manchester Street
- 2 VP2 - VIEW North-West from 185 Hereford Street
- 3 VP3 - VIEW North from 180 Manchester Street

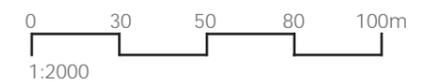


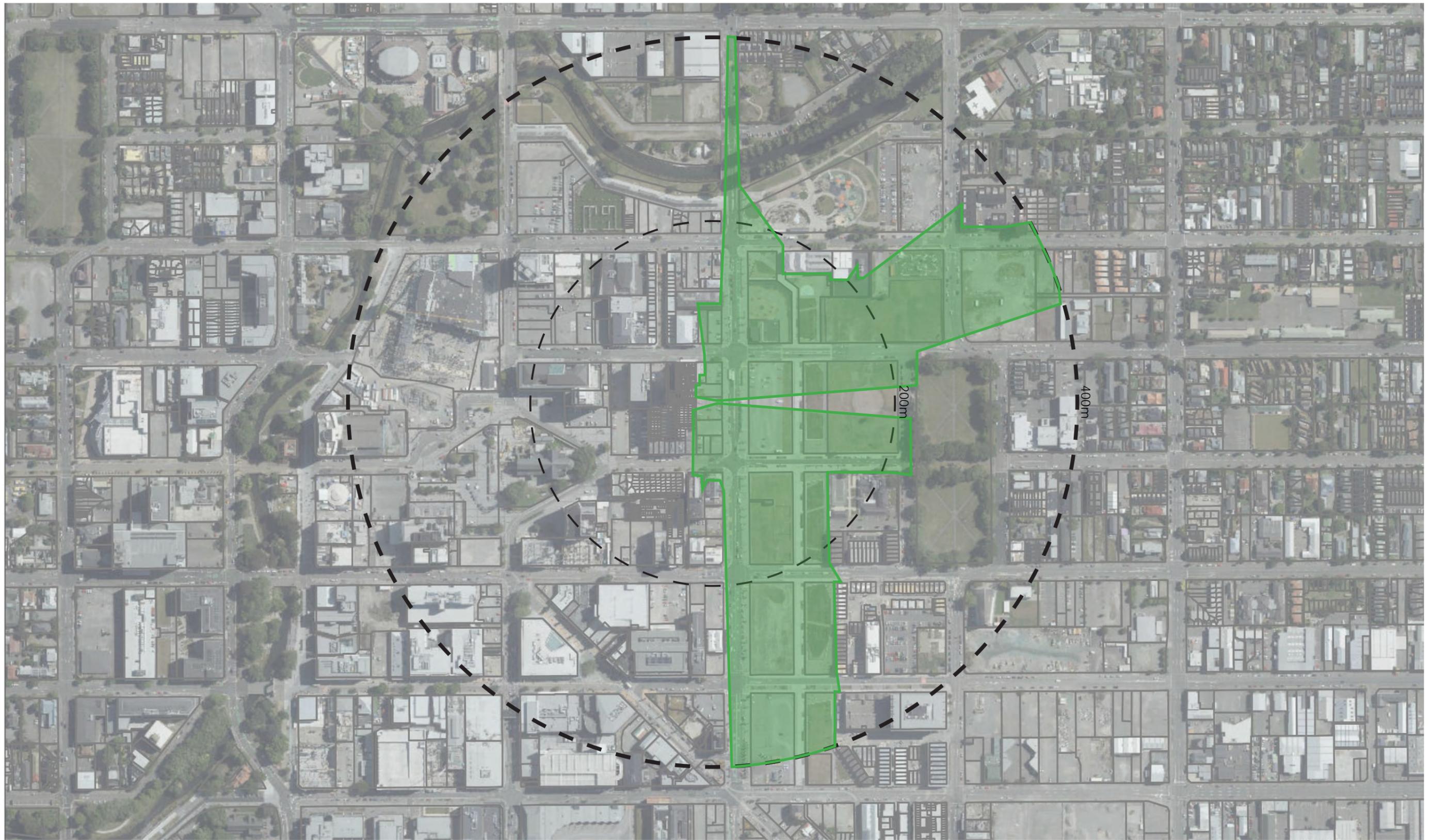
Map / image source: Canterbury Maps

URBAN DESIGN AND VISUAL IMPACT ASSESSMENT

CONTEXT - VIEWPOINT LOCATIONS

DIGITAL BILLBOARD PROPOSAL - 225 MANCHESTER STREET, CHRISTCHURCH





A. VIEWSHED PLAN FOR 3m x 6m DIGITAL BILLBOARD

Map / image source: Canterbury Maps Scale 1:4000 @ A3

URBAN DESIGN AND VISUAL IMPACT ASSESSMENT

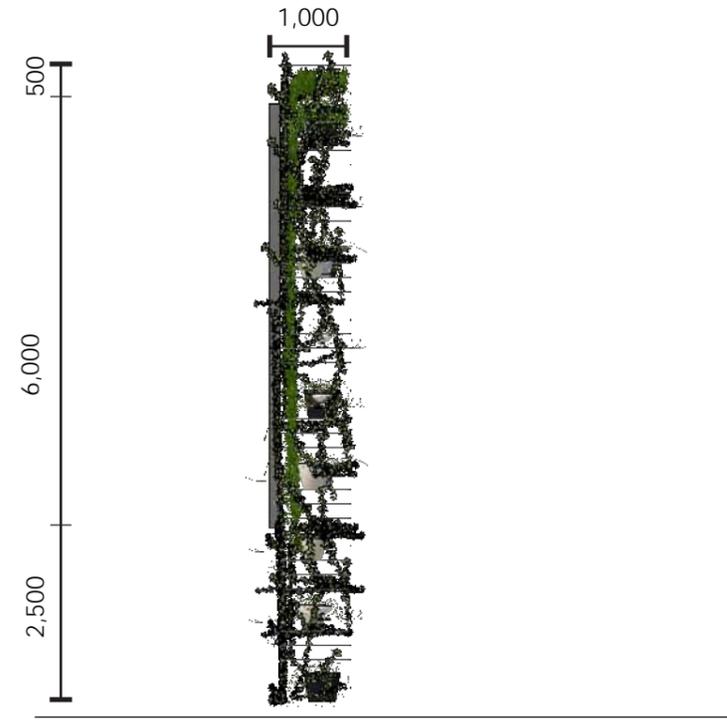
PROPOSED BILLBOARDS VIEWSHED ILLUSTRATION

DIGITAL BILLBOARD PROPOSAL - 225 MANCHESTER STREET, CHRISTCHURCH





A. PLAN FOR 6m X 3m DIGITAL BILLBOARD
 map / image source: Canterbury Maps - Scale 1:200 @ A3



B. SIDE ELEVATIONS FOR 3m x 6m DIGITAL BILLBOARD
 Scale 1:100 @ A3



C. ELEVATIONS FOR 4m x 6m DIGITAL BILLBOARD
 Scale 1:100 @ A3

Client / project name: WILSONS / 225 MANCHESTER STREET DIGITAL BILLBOARD
 Drawing name: **PLAN AND ELEVATIONS**
 Designed by: Dave Compton-Moen / Will Todd
 Drawn by: WILL TODD
 Original issue date: 31 JULY 2020
 Scales: As Shown

| Revision no: | Amendment | Approved | Date |
|--------------|-----------------------|----------|------------|
| A | DRAFT | DCM | 31.07.2020 |
| B | Viewshed Illustration | DCM | 06.08.2020 |



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 WWW.DCMURBAN.COM

Project no / drawing no: 2020_049 / 0006

Revision: B



A View from the the proposed site looking down Manchester Street towards the historic Trinity Congregational Church, a site now owned by the Chrsitchurch Heritage Trust due to earthquake damage.



B View from the proposed site looking across Manchester Street towards public transport stop and all day parking location. Manchester Street is a significant route among central city public transport, and has many carparks due to its central location. 4-5 storey mixed use buildings are proposed along the eastern edge of Manchester Street but the timing of these building is unknown. Once the buildings are developed though, the East Frame will be totally screened from this viewpoint.



C View from adjacent greenspace of multi-storey buildings (Rendevous Hotel, earthquake damaged Kaplan Centre and Trinity Congregation Church, and Cathedral Junction Appartments), all have a view above the proposed site to the greenspace.



D View of the site owned by the Christchurch Heritage Trust (historic Trinity Congregational Church). The building has been stabilised and is being preserved after experiencing significant earthquake damage, currently cordoned off with temporary fencing. This listed as a heritage item (580), the Shands building (256) has been relocated into the site to the left of the church (behind the church), and the Former State Insurance Building at 116 Worcester Street (577).



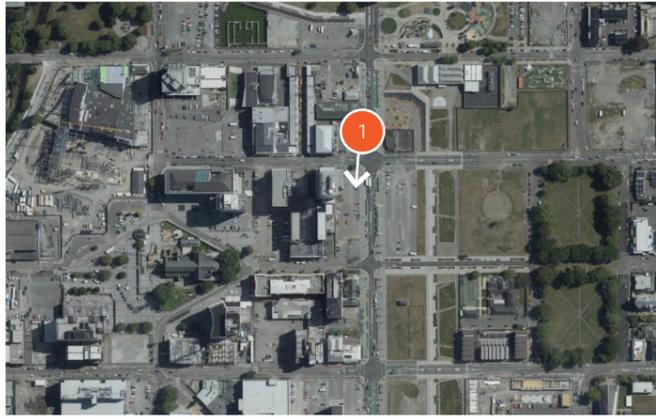
E View of the buildings which are located to the west of the proposed site. The vacant buildings along Manchester Street display murals/street art, post earthquake, and now play a role in the urban character of Christchurch CBD.



F View from New Regent Street showing the proximity of the tram route to the proposed location. In addition to this, the Rondevous Hotel and Cathedral Junction entrances are pictured identifying this is an area of higher use by the public.



G View of Latimer Terraces, terraced housing located at 197 Hereford Street. The West facing terraces (pictured) have a view across green space towards multi-storey buildings (Hereford Street Parking Building, Rondevous Hotel, and vacant earthquake damaged buildings).



A. IMAGE LOCATION

PROPOSED LOCATION



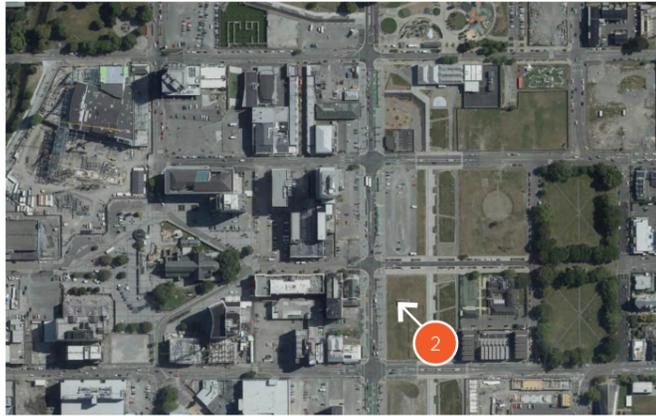
A. EXISTING VIEW

URBAN DESIGN AND VISUAL IMPACT ASSESSMENT

1 VP1 - VIEW SOUTH FROM 265 MANCHESTER STREET

DIGITAL BILLBOARD PROPOSAL - 225 MANCHESTER STREET, CHRISTCHURCH

Image captured on Apple iPhone XS
 Focal length of 24mm.
 Date: 16th June 2020 at 11:14 am.
 Height of 1.7 metres
 43°31'46.87"S 172°38'22.29"E
 Altitude of 8.38



A. IMAGE LOCATION

PROPOSED LOCATION



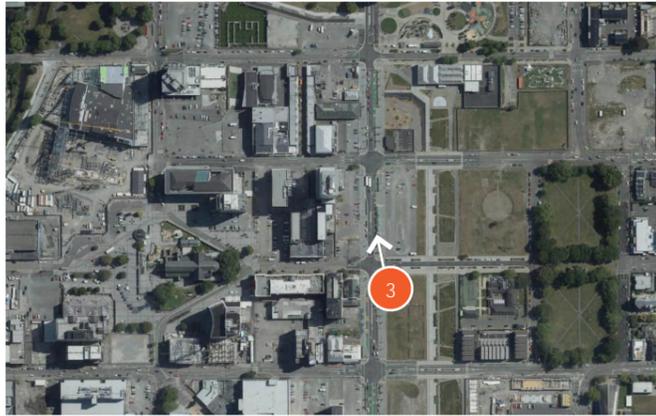
A. EXISTING VIEW

URBAN DESIGN AND VISUAL IMPACT ASSESSMENT

2 VP2 - VIEW NORTH-WEST FROM 185 HEREFORD STREET

DIGITAL BILLBOARD PROPOSAL - 225 MANCHESTER STREET, CHRISTCHURCH

Image captured on Apple iPhone XS
Focal length of 24mm.
Date: 5th June 2020 at 11:49 am.
Height of 1.7 metres
43°31'53.99"S 172°38'27.18"E
Altitude of 9.51



A. IMAGE LOCATION

PROPOSED LOCATION



A. EXISTING VIEW

URBAN DESIGN AND VISUAL IMPACT ASSESSMENT

3 VP3 - VIEW NORTH FROM 180 MANCHESTER STREET

DIGITAL BILLBOARD PROPOSAL - 225 MANCHESTER STREET, CHRISTCHURCH

Image captured on Apple iPhone X
Focal length of 24mm.
Date: 16th June 2020 at 11:11 am.
Height of 1.7 metres
43°31'51.66"S 172°38'23.06"E
Altitude of 7.75



A. IMAGE LOCATION

PROPOSED LOCATION



A. EXISTING VIEW

URBAN DESIGN AND VISUAL IMPACT ASSESSMENT

4 VP4 - VIEW NORTH FROM HIGH - MANCHESTER STREET INTERSECTION
DIGITAL BILLBOARD PROPOSAL - 225 MANCHESTER STREET, CHRISTCHURCH

Image captured on Apple iPhone X
Focal length of 24mm.
Date: 16th June 2020 at 11:04 am.
Height of 1.7 metres
43°32'3.79"S 172°38'22.29"E
Altitude of 7.61

APPENDIX [D] - RECORD OF OUTLINE PLANS RELATED TO DESIGNATION V4

| Issued / Received | Application Number | Status | Received Date | Issued Date | Address | Applicant | Description | Application Type | Application Sub Type | Process Type | Responsible Officer | Activity Class | Proposal Type | Land Use | Zone | Outcome | Decision Authority | Commissioner Name | Pre Application Meeting | Notification Meeting | PMO Application | S37 Extension | Suburb | Ward | Fee Required | |
|-------------------|-------------------------------|---------------------|---------------|-------------|--|---|---|------------------|----------------------|--------------|---------------------|----------------|-----------------|--|---|-----------------------------------|--------------------|-------------------|-------------------------|----------------------|---------------------|---------------|--------------|--------------|--------------|-----------------------|
| Issued | RMA/2011/1125 | Processing complete | 31/08/2011 | 3/02/2012 | 85 Armagh Street Central City | WSP New Zealand Limited | APPLICATION FOR OUTLINE PLAN - Historical Reference RMA92018680 | OUP | | Simple | Erina Metcalf | | | | | Outline plan accepted | | | | | | | CENTRAL CITY | Central | | |
| Issued | RMA/2012/869 | Processing complete | 12/06/2012 | 25/06/2012 | 85 Armagh Street Central City | Dept For Courts Environment Court | To partially demolish the Family Court Annex building as a result of earthquake damage - Historical Reference RMA92020231 | OUP | | Simple | Clare Dale | | | | | Outline plan accepted | | | | | | | CENTRAL CITY | Central | | |
| Issued | RMA/2012/1015 | Processing complete | 4/07/2012 | 9/07/2012 | 66 Chester Street West Central City | Ministry of Justice, WSP New Zealand Limited | Waiver to the Outline Plan - Christchurch Law Courts Staff Courtyard Area - Historical Reference RMA92020387 | OPW | | Simple | Clare Dale | | | | | Outline plan accepted | | | | | | | CENTRAL CITY | Central | | |
| Issued | RMA/2012/1583 | Processing complete | 8/10/2012 | 25/10/2012 | 510 Hagley Avenue Central City | Ministry Of Education | OUTLINE PLAN WAIVER - Demolition of an existing classroom, the erection of a replacement classroom and other related works - Historical Reference RMA92020995 | OPW | | Simple | Robert Skinner | | | Education activity - Secondary/comp osite school | | Outline plan accepted | | | | | | | | CENTRAL CITY | Central | |
| Issued | RMA/2013/367 | Processing complete | 5/03/2013 | 12/03/2013 | Lytelton Line between Wilsons North and Waltham | Tranz Rail Ltd | Waiver of Outline Plan - Install Diesel Tank - Historical Reference RMA92021960 | OPW | | Simple | Robert Skinner | | | | | Outline plan accepted | | | | | | | | CENTRAL CITY | Central | |
| Issued | RMA/2013/657 | Processing complete | 15/04/2013 | 16/05/2013 | 91 Hereford Street Central City | Telecom New Zealand Limited | Outline Plan for the construction of a new structure over the essential services at the rear of the site - Historical Reference RMA92022265 | OUP | | Simple | Liz Sutton | | | Utility - General | | Outline plan accepted | | | | | | | | CENTRAL CITY | Central | |
| Issued | RMA/2013/1102 | Processing complete | 20/06/2013 | 19/07/2013 | 200 Tuam Street Central City | Canterbury Earthquake Recovery Authority | 5 level office building, basement carpark, single level utility building - Historical Reference RMA92022748 | OUP | | Simple | Debbie Laffey | | | | | Outline plan accepted | | | | | | | | CENTRAL CITY | Central | |
| Issued | RMA/2013/2710 | Processing complete | 11/12/2013 | 12/12/2013 | 243 Cambridge Terrace Central City | Canterbury Earthquake Recovery Authority | SPREAD TOPSOIL OVER THE SITES AND WILL THEN BE GRASSED - Historical Reference RMA92024440 | OPW | | | Sean Ward | | | | | Outline plan accepted | | | | | | | | CENTRAL CITY | Central | |
| Issued | RMA/2014/285 | Processing complete | 11/02/2014 | 14/02/2014 | 154 Worcester Street Central City | Canterbury Earthquake Recovery Authority | OUTLINE PLAN WAIVER - TOPSOILING AND RE-GRASSING - Historical Reference RMA92024890 | OPW | | | Sean Ward | | | | | Outline plan accepted | | | | | | | | CENTRAL CITY | Central | |
| Issued | RMA/2014/1093 | Processing complete | 7/05/2014 | 11/06/2014 | 656 Colombo Street Central City | Canterbury Earthquake Recovery Authority | Outline Plan - Bus Interchange - Historical Reference RMA92025734 | OUP | | | Ruth Markham-Short | | | | | Outline plan accepted | | | | | | | | CENTRAL CITY | Central | |
| Issued | RMA/2014/988 | Processing complete | 28/04/2014 | 13/06/2014 | 243 Cambridge Terrace Central City | Canterbury Earthquake Recovery Authority | WORKS WITHIN THE NORTH AND EAST FRAME - Historical Reference RMA92025626 | OUP | | | Sean Ward | | | | | Outline plan accepted | | | | | | | | CENTRAL CITY | Central | |
| Issued | RMA/2014/2326 | Processing complete | 5/09/2014 | 13/10/2014 | 154 Worcester Street Central City | The Christchurch Club | WORKS WITHIN THE AREA DESIGNATED FOR 'THE FRAME - NORTH AND EAST' - Historical Reference RMA92027010 | OUP | | | Ruth Markham-Short | | | Other activity | | Outline plan accepted | | | | | | | | CENTRAL CITY | Central | |
| Issued | RMA/2015/3338 | Processing complete | 1/12/2015 | 1/03/2016 | 2 Ash Street Central City | Canterbury Earthquake Recovery Authority, CERA - Departmental Resource | Outline Plan - Construction of South Frame Public Realm - Historical Reference RMA92031739 | OUP | | | Sean Ward | | | | Commercial Central City (South Frame) Mixed Use | Outline plan accepted | Commissioner | David Mountfort | | | | | | CENTRAL CITY | Central | |
| Issued | RMA/2016/1035 | Processing complete | 20/04/2016 | 2/05/2016 | 91 Hereford Street Central City | Spark New Zealand Trading Limited | Outline Plan - Install Fuel Tanks - Historical Reference RMA92033141 | OUP | | | Ryan Brosnahan | | | | | Outline plan accepted | | | | | | | | CENTRAL CITY | Central | |
| Issued | RMA/2016/811 | Processing complete | 1/04/2016 | 16/05/2016 | Addington Line between Annex and Matiao | KiwiRail Limited | Outline Plan - Locomotive Wash Facilities - Historical Reference RMA92032908 | OUP | | | Lizzie Spencer | | | | | Outline plan accepted | | | | | | | | CENTRAL CITY | Riccarton | |
| Issued | RMA/2016/1832 | Processing complete | 30/06/2016 | 25/07/2016 | 144 Armagh Street Central City | Otakaro Limited | Temporary public realm | OPW | | | Sean Ward | | Non-residential | | | Granted | Delegated officer | | | | | | | CENTRAL CITY | Central | |
| Issued | RMA/2016/1688 | Processing complete | 21/06/2016 | 26/07/2016 | 218 Manchester Street Central City | Land Information New Zealand, Orion New Zealand Limited | Outline Plan Waiver - Orion Substation | OPW | | | Sean Ward | | Non-residential | | Commercial Central City Business zone | Granted | Delegated officer | | | | | | | CENTRAL CITY | Central | Fee Required |
| Issued | RMA/2016/2105 | Processing complete | 1/08/2016 | 25/08/2016 | 40 Lichfield Street Central City | Ministry of Justice | Outline Plan - Christchurch Justice and Emergency Services Precinct | OUP | | | Ruth Markham-Short | | | Office - General | Commercial Central City Business zone | Outline plan accepted | Commissioner | Janette Dovey | | | | | | CENTRAL CITY | Central | Invoice on completion |
| Issued | RMA/2016/2168 | Processing complete | 8/08/2016 | 25/08/2016 | 109 Hereford Street Central City | Aurecon New Zealand Limited - Tauranga, Spark New Zealand Trading Limited | Outline Plan Waiver - Site Upgrades | OPW | | Simple | Jo McAfee | | Non-residential | | | Granted | Delegated officer | | | | | | | CENTRAL CITY | Central | Fee Required |
| Issued | RMA/2016/2283 | Processing complete | 18/08/2016 | 30/08/2016 | 177 Armagh Street Central City | Otakaro Limited | Outline Plan Waiver - Shading and BBQ Area Margaret Mahy Playground | OPW | | Simple | Sean Ward | | Non-residential | | | Granted | Delegated officer | | | | | | | CENTRAL CITY | Central | Fee Required |
| Issued | RMA/2016/2324 | Processing complete | 24/08/2016 | 17/10/2016 | 218 Manchester Street Central City | Fletcher Residential Limited | Outline Plan Waiver - Alterations to existing building for use as an information Kiosk | OPW | | Simple | Sean Ward | | Non-residential | Other activity | | Granted | Commissioner | Ken Lawn | | | | | | CENTRAL CITY | Central | Fee Required |
| Issued | RMA/2016/3653 | Processing complete | 20/12/2016 | 30/01/2017 | 40 Lichfield Street Central City | Ministry of Justice | Installation of exterior signage at the Precinct on the periphery and inside the complex | OUP | | | Scott Blair | | Non-residential | | | Outline plan accepted | Delegated officer | | | | Ministry of Justice | | | CENTRAL CITY | Central | Invoice on completion |
| Issued | RMA/2017/110 | Processing complete | 19/01/2017 | 15/02/2017 | 375 Manchester Street Central City | WSP New Zealand Limited | Replacement Classroom | OUP | | | Amy Maxwell | | Non-residential | Education Activity - General | | Outline plan accepted | Delegated officer | | | | | | | CENTRAL CITY | Central | |
| Issued | RMA/2016/3517 | Processing complete | 8/12/2016 | 17/02/2017 | Heathcote / Opawaho River, Radley Street to Brougham Street 5361 | KiwiRail Holdings Limited | Outline Plan to replace Bridge 7 on Main South Line | OUP | | | Ryan Brosnahan | | Non-residential | | | Outline plan accepted | Delegated officer | Ken Lawn | | | | | | CENTRAL CITY | Linwood | Fee Required |
| Issued | RMA/2017/346 | Processing complete | 17/02/2017 | 22/03/2017 | 62 Ferry Road Central City | Catholic Diocese of Christchurch | Outline Plan Waiver - Marian College CEBUS Relocation | OPW | | Simple | Luke Wignall | | Non-residential | Education activity - Secondary/comp osite school | Specific Purpose (School) zone | Granted | Delegated officer | | | | | | | CENTRAL CITY | Central | Fee Required |
| Issued | RMA/2017/840 | Processing complete | 18/04/2017 | 24/05/2017 | 62 Ferry Road Central City | Catholic Diocese of Christchurch, Ministry Of Education | Outline Plan - Installation of relocateable classroom | OUP | | | Alison McLaughlin | | Non-residential | Education activity - Secondary/comp osite school | Specific Purpose (School) zone | Changes requested to Outline Plan | Delegated officer | | | | | | | CENTRAL CITY | Central | Fee Required |
| Issued | RMA/2017/840 | Processing complete | 18/04/2017 | 24/05/2017 | 62 Ferry Road Central City | Catholic Diocese of Christchurch, Ministry Of Education | Outline Plan - Installation of relocateable classroom | OUP | | | Alison McLaughlin | | Non-residential | Education activity - Secondary/comp osite school | Specific Purpose (School) zone | Outline plan accepted | Delegated officer | | | | | | | CENTRAL CITY | Central | Fee Required |
| Issued | RMA/2017/795 | Processing complete | 10/04/2017 | 27/07/2017 | 767 Colombo Street Central City | Otakaro Limited | Outline Plan - Develop Christchurch Convention & Exhibition Centre | OUP | | | Sean Ward | | Non-residential | Other activity | Commercial Central City Business zone, Transit zone | Outline plan accepted | Commissioner | Ken Lawn | | Yes | | Yes | | CENTRAL CITY | Central | Fee Required |
| Issued | RMA/2017/868 | Processing complete | 20/04/2017 | 27/07/2017 | 50 St Asaph Street Central City | Otakaro Limited | Outline Plan Application for the Metro Sports Facility | OUP | | | Sean Ward | | Non-residential | Recreation activity-Sports field, clubroom, lights | Commercial Central City Mixed Use zone | Outline plan accepted | Commissioner | K Lawn | | | | Yes | | CENTRAL CITY | Central | Fee Required |
| Issued | RMA/2017/1890 | Processing complete | 7/08/2017 | 21/08/2017 | 122 Barbadoes Street Central City | Ministry Of Education | To construct a veranda roof over existing deck | OPW | | | Matthew Klomp | | Non-residential | Residential - Additions/alterations | Commercial Central City Mixed Use zone | Granted | Delegated officer | | | | | | | CENTRAL CITY | Central | Fee Required |

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|--------|-------------------------------|---------------------|------------|------------|--|--|---|-----|--|--------|-----------------------|--|-----------------|--|---|-----------------------------------|-------------------|-----------------|--|-----------------------|--|--|--------------|-----------|-----------------------|
| Issued | RMA/2017/2354 | Processing complete | 26/09/2017 | 4/10/2017 | 245 Madras Street Central City | Otakaro Limited | Outline Plan Waiver - Disturbance and removal of contaminated soil | OPW | | Simple | Luke Wignall | | Non-residential | Earthworks - Filling and excavation | Commercial Central City Business zone, Commercial Central City Mixed Use zone | Granted | Delegated officer | | | | | | CENTRAL CITY | Central | Fee Required |
| Issued | RMA/2017/2584 | Processing complete | 20/10/2017 | 27/11/2017 | 106 Manchester Street Central City | Otakaro Limited | Outline Plan Waiver - Laneway | OPW | | Simple | Sean Ward | | Non-residential | Access, driveway | Commercial Central City (South Frame) Mixed Use zone | Granted | Delegated officer | | | | | | CENTRAL CITY | Central | Fee Required |
| Issued | RMA/2018/1406 | Withdrawn | 13/06/2018 | 29/06/2018 | Lytelton Line between Chapmans and Curries | Ewing Construction Limited | To Erect a Temporary Shed | OUP | | | Debbie Laffey | | Non-residential | Accessory building - Non-residential | Industrial Heavy zone | Withdrawn | Applicant | | | | | | CENTRAL CITY | Heathcote | Fee Required |
| Issued | RMA/2018/1564 | Processing complete | 29/06/2018 | 26/07/2018 | 243 Cambridge Terrace Central City | Otakaro Limited | Resizing of the development area and reduction of open space | OPW | | | Debbie Laffey | | Non-residential | Public amenity (toilets, visitor centre, memorial) | Commercial Central City Mixed Use zone | Granted | Delegated officer | | | | | | CENTRAL CITY | Central | Invoice on completion |
| Issued | RMA/2018/1628 | Processing complete | 6/07/2018 | 27/07/2018 | 232 Tuam Street Central City | Otakaro Limited | Installation of infrastructure, paving, lighting and Landscaping | OPW | | | Debbie Laffey | | Non-residential | Public amenity (toilets, visitor centre, memorial) | Commercial Central City (South Frame) Mixed Use zone | Granted | Delegated officer | | | 40005217 | | | CENTRAL CITY | Central | Fee Required |
| Issued | RMA/2018/1579 | Processing complete | 3/07/2018 | 14/08/2018 | 62 Ferry Road Central City | Ministry Of Education | Establish a relocated classroom block onto the site | OUP | | | Kristin McKee | | Non-residential | Education activity - Primary/intermediate school | Commercial Central City Specific Purpose (School) zone | Outline plan accepted | Delegated officer | | | | | | CENTRAL CITY | Central | Fee Required |
| Issued | RMA/2018/2486 | Processing complete | 12/10/2018 | 7/11/2018 | 184 Hereford Street Central City | Otakaro Limited | To Cap Subject Site with Soil/Grass | OPW | | | Erina Metcalf | | Non-residential | Earthworks - Land Repair | Commercial Central City Business zone | Granted | Delegated officer | | | | | | CENTRAL CITY | Central | Fee Required |
| Issued | RMA/2018/2116 | Processing complete | 31/08/2018 | 13/12/2018 | 50 St Asaph Street Central City | Otakaro Limited | To Construct the Metro Sports Facility | OUP | | | Sean Ward | | Non-residential | Recreation activity - General | Commercial Central City Mixed Use zone | Changes requested to Outline Plan | Delegated officer | Ken Lawn | | | | | CENTRAL CITY | Central | Fee Required |
| Issued | RMA/2017/3034 | Withdrawn | 5/12/2017 | 12/02/2019 | 510 Hagley Avenue Central City | Hagley Community College | Outline Plan Waiver - Glass windbreak fence | OPW | | | Kate Graham | | Non-residential | Education activity - Secondary/comp site school | Commercial Central City Specific Purpose (School) zone | Withdrawn | Applicant | | | | | | CENTRAL CITY | Central | Fee Required |
| Issued | RMA/2018/3017 | Withdrawn | 10/12/2018 | 12/02/2019 | 127 St Asaph Street Central City | Otakaro Limited | Installation of Pedestrian Pathway | OPW | | | Shona Jowett | | Non-residential | Road | Commercial Central City (South Frame) Mixed Use, Open Space Community Parks zone, | Withdrawn | Applicant | | | | | | CENTRAL CITY | Central | Fee Required |
| Issued | RMA/2019/20 | Processing complete | 8/01/2019 | 28/02/2019 | 115 Lichfield Street Central City | Christchurch City Council, Fairfax Media Events PTY Limited, Otakaro Limited | To Operate Temporary Outdoor Cinema, including Catering, Bar, Toilets, Cold Room and Projection Shed. | OPW | | | Kasuni Thewarapperuma | | Non-residential | Entertainment activity - Cinema, theatre | Commercial Central City Business zone, Transport zone | Granted | Commissioner | Ken Lawn | | | | | CENTRAL CITY | Central | Fee Required |
| Issued | RMA/2019/785 | Withdrawn | 10/04/2019 | 2/05/2019 | 62 Ferry Road Central City | Ministry Of Education | Outline Plan for Administration Building | OUP | | | Emma Chapman | | Non-residential | Office - General | Commercial Central City Specific Purpose (School) zone | Withdrawn | Applicant | | | | | | CENTRAL CITY | Central | Fee Required |
| Issued | RMA/2019/1023 | Processing complete | 10/05/2019 | 6/06/2019 | Lytelton Line between Waltham and Gasson | KiwiRail Limited | Wash building / brake inspection pit / carriage servicing area | OUP | | | Andrew Long | | Non-residential | Earthworks - Excavation only, Industrial Activity - Heavy industry | Transport zone | Outline plan accepted | Delegated officer | | | | | | CENTRAL CITY | Central | |
| Issued | RMA/2019/595 | Withdrawn | 20/03/2019 | 17/06/2019 | 142 Worcester Street Central City | Otakaro Limited | V4 Designation for the Vaka 'A Hina Sculpture | OPW | | | Erina Metcalf | | Non-residential | Public artwork | Commercial Central City Business zone | Withdrawn | Applicant | | | | | | CENTRAL CITY | Central | Fee Required |
| Issued | RMA/2019/1007 | Processing complete | 10/05/2019 | 25/06/2019 | 40 Lichfield Street Central City | Ministry of Justice | Outline Plan Waiver | OPW | | | Kate Askew | | Non-residential | Accessory building - Non-residential, Fence /Retaining wall | Commercial Central City Business zone, Transport zone | Granted | Delegated officer | | | | | | CENTRAL CITY | Central | |
| Issued | RMA/2019/1327 | Processing complete | 17/06/2019 | 12/07/2019 | 142 Worcester Street Central City | Otakaro Limited | Vaka 'A Hina Sculpture | OUP | | | Erina Metcalf | | Non-residential | Entertainment activity - Cultural, museum, gallery | Commercial Central City Business zone | Outline plan accepted | Delegated officer | Ken Lawn | | | | | CENTRAL CITY | Central | Fee Required |
| Issued | RMA/2019/1970 | Processing complete | 29/08/2019 | 20/09/2019 | 763 Colombo Street Central City | Carter Group Limited | To Develop a Hotel Complex with Associated Landscaping, Car Parking and Vehicle Circulation | OUP | | | Sean Ward | | Non-residential | Guest accomm - Motel/hotel | Commercial Central City Business zone, Transport zone | Changes requested to Outline Plan | Hearings Panel | David Mountfort | | | | | CENTRAL CITY | Central | Fee Required |
| Issued | RMA/2019/2258 | Processing complete | 2/10/2019 | 12/11/2019 | 311 Gloucester Street Central City | Ministry Of Education | To Redevelop the Christchurch East School Site | OUP | | | Shona Jowett | | Non-residential | Education activity - Primary/intermediate school | Commercial Central City Specific Purpose (School) zone | Outline plan accepted | Delegated officer | | | | | | CENTRAL CITY | Central | Fee Required |
| Issued | RMA/2019/2356 | Processing complete | 14/10/2019 | 18/11/2019 | 40 Lichfield Street Central City | Ministry of Justice | Outline Plan to change testing hours for emergency generators | OUP | | | Scott Blair | | Non-residential | Emergency service facility | Commercial Central City Business zone, Transport zone | Outline plan accepted | Delegated officer | | | | | | CENTRAL CITY | Central | Fee Required |
| Issued | RMA/2019/2699 | Processing complete | 20/11/2019 | 26/11/2019 | 2 Riccarton Avenue Central City | Ministry Of Health | Outline Plan Waiver - Covered walkway | OPW | | | Marilyn Regnault | | Non-residential | Health care facility - Hospital | Commercial Central City Specific Purpose (Hospital) zone | Granted | Delegated officer | | | | | | CENTRAL CITY | Central | Fee Required |
| Issued | RMA/2020/20 | Processing complete | 8/01/2020 | 28/01/2020 | 40 Lichfield Street Central City | Ministry of Justice | Modification of existing architectural seat feature at the Justice and Emergency Services Buildings | OPW | | | Marilyn Regnault | | Non-residential | Community facility, Emergency service facility | Commercial Central City Business zone, Transport zone | Granted | Delegated officer | | | | | | CENTRAL CITY | Central | Fee Required |
| Issued | RMA/2020/21 | Processing complete | 8/01/2020 | 10/02/2020 | 51 Cathedral Square Central City | Otakaro Limited | Signage and external art works | OPW | | | Scott Blair | | Non-residential | Conference/function facility | Commercial Central City Business zone, Transport zone | Granted | Delegated officer | | | | | | CENTRAL CITY | Central | Fee Required |
| Issued | RMA/2020/169 | Processing complete | 30/01/2020 | 24/02/2020 | 184 Hereford Street Central City | Otakaro Limited | Temporary outdoor cinema event | OPW | | | Kasuni Thewarapperuma | | Non-residential | Temporary activity - Event | Commercial Central City Business zone | Granted | Delegated officer | | | Kasuni Thewarapperuma | | | CENTRAL CITY | Central | Fee Required |
| Issued | RMA/2020/1002 | Processing complete | 19/05/2020 | 20/05/2020 | 50 St Asaph Street Central City | Otakaro Limited | Outline plan waiver - cladding | OPW | | | Sean Ward | | Non-residential | | Commercial Central City Business zone | Granted | Delegated officer | | | | | | CENTRAL CITY | Central | Fee Required |
| Issued | RMA/2020/714 | Processing complete | 3/04/2020 | 25/05/2020 | 91 Hereford Street Central City | Spark New Zealand Trading Limited | Outline plan of works for building strengthening | OUP | | | Matthew Klomp | | Non-residential | Outline Development Plan | Commercial Central City Business zone | Outline plan accepted | Delegated officer | | | 40007594 | | | CENTRAL CITY | Central | Fee Required |

APPENDIX [E] - PROPOSED CONDITIONS

1. The sign shall not exceed the following luminance values:
 - (i) 5,000 cd/m² at any time, and;
 - (ii) 175cd/m² between astronomical dusk (being at the time at which the sun is 18 degrees below the horizon in the evening and no longer illuminates the sky) and astronomical dawn (being the time at which the sun is 18 degrees below the horizon in the morning and the sky is no longer completely dark).
2. The sign shall result in no more than 10.0 lux spill (horizontal or vertical) of light when measured or calculated 2 meters within the boundary of any adjacent site.
3. The consent holder shall provide a letter of compliance prepared by an appropriately qualified lighting engineer/designer for certification to the Head of Resource Consents, or nominee, of the Christchurch City Council (By email to rcmon@ccc.govt.nz) within 7 days of the operation of the sign commencing.
This letter shall certify the following:
 - (a) Demonstration of compliance with the maximum luminance levels required by Condition 1(i) and (ii);
 - (b) Demonstration of compliance with the maximum lux spill as set out under Condition 2;The letter shall be submitted to Christchurch City Council within 48 hours of the audit being completed.
4. The sign shall incorporate a lighting control which will adjust the brightness in line with ambient light levels.
5. Only still images shall be displayed with a minimum duration of 8 seconds.
6. The sign shall not contain any of the following on the display screen:
 - (a) Live broadcast or pre-recorded video;
 - (b) Images that include movement, animation or other dynamic effects;
 - (c) Flashing images or reflective/retro-reflective materials;
 - (d) A split sign (more than one advertisement on the screen at the same time);
 - (e) Any sequential or linked images linked over two or more images i.e. where the meaning of an image is dependent upon or encourages viewing of the immediately following image;
 - (f) Images that use graphics, colours, or shapes in combination in such a way that they would resemble or cause confusion with a traffic control device;
 - (g) Images that invite or direct a driver to take a driving action;
7. Any content displayed on the screen shall comply with the Advertising Standards Authority Advertising Code of Practice and the Broadcasting Act 1989.
8. There shall be no transitions between still images apart from an immediate change or a cross-dissolve of a maximum of 0.5 seconds.
9. There shall be no sound associated with the sign and no sound equipment is to be installed as part of the sign.
10. The sign shall be operated with a 'fail-safe' feature where in the event of a malfunction, the images will be replaced by a solid black colour until the malfunction is resolved.

11. Following the granting of this consent, each year for a period of five years and within three months of the anniversary of the sign commencing operation, the consent holder shall provide to the Christchurch City Council Head of Resource Consents (email: rcmon@ccc.govt.nz), a review, prepared by a suitably-qualified traffic engineer, of the injury crashes recorded in the New Zealand Transport Agency Crash Analysis System that have been reported within 50m of the 'stop' lines of the Durham Street southbound approach to the intersection with Tuam Street over the preceding year. Where any injury crashes have occurred, the following shall be identified:
 - (i) Whether there have been any changes in traffic management at the intersection;
 - (ii) Whether one or more of the road users could see the image on the sign at the location of the crash;
 - (iii) Whether the type of crash could be influenced by road user distraction;
 - (iv) Whether the written description on the police record indicates that distraction from the billboard was a factor;
 - (v) Whether there has been an increase in this type of crash (of all severities) compared to the previous five years;
 - (vi) Whether, taking all of these factors into account, the sign is likely (in the opinion of a suitably-qualified traffic engineer) to have been a contributing factor and if so, to what degree.
 - (vii) Where, in the opinion of the suitably-qualified traffic engineer, the sign is likely to have been a contributing factor the applicant shall, within 20 working days of being advised of this pattern, propose to Council's Senior Transport Planner Asset Planning, measures considered suitable by a suitably-qualified traffic engineer, that will be undertaken to avoid, remedy or mitigate the cause of the contributing factor of digital sign-related crashes. Such measures might include adjustments to the daytime and/or night time luminance levels; and/or adjustments to the transition time; and/or adjustments to the dwell time of each image at particular times of the day; and/or controls on image content. The nature and extent of measures to be applied must be to the satisfaction of Council's Head of Resource.
13. In accordance with s.128 of the Resource Management Act 1991, the Christchurch City Council may serve notice on the Consent Holder of its intention to review, in whole or in part, the conditions of this consent, to deal with any adverse effect on the environment which may arise from the exercise of the consent and which it is appropriate to deal with at a later stage for the following purposes:
 - a) An injury crash that occurs subsequent to the timeframes set out in (12) above where distraction from the sign and/or surrounding sign equipment is assessed to be a contributory factor.
 - b) A major upgrade/change to the adjacent route and/or intersection around the sign location occurs.
13. The consent holder shall, at least 5 working days prior, inform the Christchurch City Council's Environmental Monitoring Team (envresourcemonitoring@ccc.govt.nz) of the date of commencement of operation of the billboard.



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 in regards to our Listed Land Use Register (LLUR) which holds information about sites that have been used, or are currently used for activities which have the potential to have caused contamination.

The LLUR statement provided indicates the location of the land parcel(s) you enquired about and provides information regarding any LLUR sites within a radius specified in the statement of this land.

Please note that if a property is not currently entered 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 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; other information relevant to potential contamination may be held in other files (for example consent and enforcement files).

If your enquiry relates to a farm property, please note that many current and past activities undertaken on farms may not be listed on the LLUR. Activities such as the storage, formulation and disposal of pesticides, offal pits, foot rot troughs, animal dips and underground or above ground fuel tanks have the potential to cause contamination.

Please contact and Environment Canterbury Contaminated Sites Officer if you wish to discuss the contents of the LLUR statement, or if you require additional information. For any other information regarding this land please contact Environment Canterbury Customer Services.

Yours sincerely

Contaminated Sites Team

Property Statement from the Listed Land Use Register

Visit www.ecan.govt.nz/HAIL for more information about land uses.

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

| | | |
|----------------------|-------------------------------------|-----------------------------|
| Date: | 20 August 2020 | |
| Land Parcels: | Part Section 689 TN OF Christchurch | Valuation No(s): 2270020300 |
| | Part Section 688 TN OF Christchurch | Valuation No(s): 2270020300 |
| | Part Section 690 TN OF Christchurch | Valuation No(s): 2270020300 |
| | Part Section 691 TN OF Christchurch | Valuation No(s): 2270020300 |



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.

Summary of sites:

There are no sites associated with the area of enquiry.

Information held about the sites on the Listed Land Use Register

There are no sites associated with the area of enquiry.

Information held about other investigations on the Listed Land Use Register

For further information from Environment Canterbury, contact Customer Services and refer to enquiry number ENQ261804.

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 and Environment Canterbury's Contaminated Land Information Management Strategy (ECan 2009).*

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.

Listed Land Use Register

What you need to know



What is the Listed Land Use Register (LLUR)?

The LLUR is a database that Environment Canterbury uses to manage information about land that is, or has been, associated with the use, storage or disposal of hazardous substances.

Why do we need the LLUR?

Some activities and industries are hazardous and can potentially contaminate land or water. We need the LLUR to help us manage information about land which could pose a risk to your health and the environment because of its current or former land use.

Section 30 of the Resource Management Act (RMA, 1991) requires Environment Canterbury to investigate, identify and monitor contaminated land. To do this we follow national guidelines and use the LLUR to help us manage the information.

The information we collect also helps your local district or city council to fulfil its functions under the RMA. One of these is implementing the National Environmental Standard (NES) for Assessing and Managing Contaminants in Soil, which came into effect on 1 January 2012.

For information on the NES, contact your city or district council.

How does Environment Canterbury identify sites to be included on the LLUR?

We identify sites to be included on the LLUR based on a list of land uses produced by the Ministry for the Environment (MfE). This is called the Hazardous Activities and Industries List (HAIL)¹. The HAIL has 53 different activities, and includes land uses such as fuel storage sites, orchards, timber treatment yards, landfills, sheep dips and any other activities where hazardous substances could cause land and water contamination.

We have two main ways of identifying HAIL sites:

- We are actively identifying sites in each district using historic records and aerial photographs. This project started in 2008 and is ongoing.
- We also receive information from other sources, such as environmental site investigation reports submitted to us as a requirement of the Regional Plan, and in resource consent applications.

¹The Hazardous Activities and Industries List (HAIL) can be downloaded from MfE's website www.mfe.govt.nz, keyword search HAIL

How does Environment Canterbury classify sites on the LLUR?

Where we have identified a HAIL land use, we review all the available information, which may include investigation reports if we have them. We then assign the site a category on the LLUR. The category is intended to best describe what we know about the land use and potential contamination at the site and is signed off by a senior staff member.

Please refer to the Site Categories and Definitions factsheet for further information.

What does Environment Canterbury do with the information on the LLUR?

The LLUR is available online at www.llur.ecan.govt.nz. We mainly receive enquiries from potential property buyers and environmental consultants or engineers working on sites. An inquirer would typically receive a summary of any information we hold, including the category assigned to the site and a list of any investigation reports.

We may also use the information to prioritise sites for further investigation, remediation and management, to aid with planning, and to help assess resource consent applications. These are some of our other responsibilities under the RMA.

If you are conducting an environmental investigation or removing an underground storage tank at your property, you will need to comply with the rules in the Regional Plan and send us a copy of the report. This means we can keep our records accurate and up-to-date, and we can assign your property an appropriate category on the LLUR. To find out more, visit www.ecan.govt.nz/HAIL.



My land is on the LLUR – what should I do now?

IMPORTANT! Just because your property has a land use that is deemed hazardous or is on the LLUR, it doesn't necessarily mean it's contaminated. The only way to know if land is contaminated is by carrying out a detailed site investigation, which involves collecting and testing soil samples.

You do not need to do anything if your land is on the LLUR and you have no plans to alter it in any way. It is important that you let a tenant or buyer know your land is on the Listed Land Use Register if you intend to rent or sell your property. If you are not sure what you need to tell the other party, you should seek legal advice.

You may choose to have your property further investigated for your own peace of mind, or because you want to do one of the activities covered by the National Environmental Standard for Assessing and Managing Contaminants in Soil. Your district or city council will provide further information.

If you wish to engage a suitably qualified experienced practitioner to undertake a detailed site investigation, there are criteria for choosing a practitioner on www.ecan.govt.nz/HAIL.



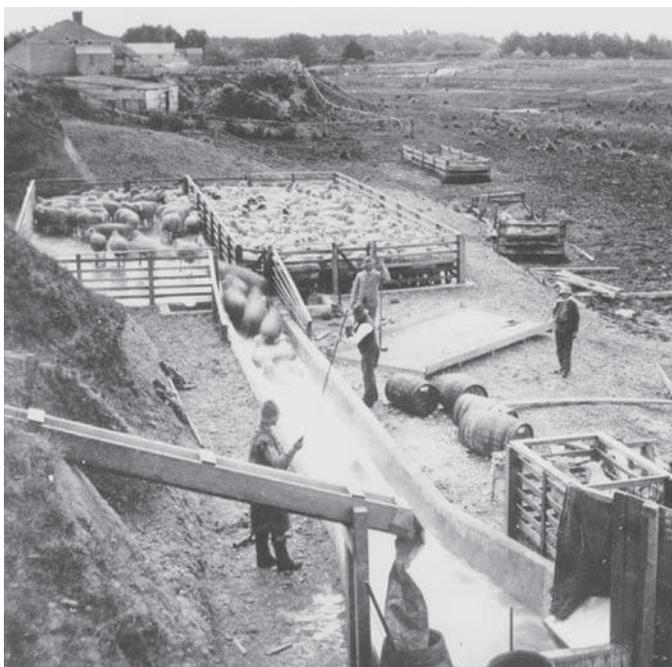
I think my site category is incorrect – how can I change it?

If you have an environmental investigation undertaken at your site, you must send us the report and we will review the LLUR category based on the information you provide. Similarly, if you have information that clearly shows your site has not been associated with HAIL activities (eg. a preliminary site investigation), or if other HAIL activities have occurred which we have not listed, we need to know about it so that our records are accurate.

If we have incorrectly identified that a HAIL activity has occurred at a site, it will be not be removed from the LLUR but categorised as Verified Non-HAIL. This helps us to ensure that the same site is not re-identified in the future.

IMPORTANT!

The LLUR is an online database which we are continually updating. A property may not currently be registered on the LLUR, but this does not necessarily mean that it hasn't had a HAIL use in the past.



Sheep dipping (ABOVE) and gas works (TOP) are among the former land uses that have been identified as potentially hazardous. (Photo above by Wheeler & Son in 1987, courtesy of Canterbury Museum.)

Contact us

Property owners have the right to look at all the information Environment Canterbury holds about their properties.

It is free to check the information on the LLUR, online at www.llur.ecan.govt.nz.

If you don't have access to the internet, you can enquire about a specific site by phoning us on (03) 353 9007 or toll free on 0800 EC INFO (32 4636) during business hours.

Contact Environment Canterbury:

Email: ecinfo@ecan.govt.nz

Phone:

Calling from Christchurch: (03) 353 9007

Calling from any other area: 0800 EC INFO (32 4636)



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E13/101

Listed Land Use Register

Site categories and definitions

When Environment Canterbury identifies a Hazardous Activities and Industries List (HAIL) land use, we review the available information and assign the site a category on the Listed Land Use Register. The category is intended to best describe what we know about the land use.

If a site is categorised as **Unverified** it means it has been reported or identified as one that appears on the HAIL, but the land use has not been confirmed with the property owner.

If the land use has been confirmed but analytical information from the collection of samples is not available, and the presence or absence of contamination has therefore not been determined, the site is registered as:

Not investigated:

- A site whose past or present use has been reported and verified as one that appears on the HAIL.
- The site has not been investigated, which might typically include sampling and analysis of site soil, water and/or ambient air, and assessment of the associated analytical data.
- There is insufficient information to characterise any risks to human health or the environment from those activities undertaken on the site. Contamination may have occurred, but should not be assumed to have occurred.

If analytical information from the collection of samples is available, the site can be registered in one of six ways:

At or below background concentrations:

The site has been investigated or remediated. The investigation or post remediation validation results confirm there are no hazardous substances above local background concentrations other than those that occur naturally in the area. The investigation or validation sampling has been sufficiently detailed to characterise the site.

Below guideline values for:

The site has been investigated. Results show that there are hazardous substances present at the site but indicate that any adverse effects or risks to people and/or the environment are considered to be so low as to be acceptable. The site may have been remediated to reduce contamination to this level, and samples taken after remediation confirm this.

Managed for:

The site has been investigated. Results show that there are hazardous substances present at the site in concentrations that have the potential to cause adverse effects or risks to people and/or the environment. However, those risks are considered managed because:

- the nature of the use of the site prevents human and/or ecological exposure to the risks; and/or
- the land has been altered in some way and/or restrictions have been placed on the way it is used which prevent human and/or ecological exposure to the risks.

Partially investigated:

The site has been partially investigated. Results:

- demonstrate there are hazardous substances present at the site; however, there is insufficient information to quantify any adverse effects or risks to people or the environment; or
- do not adequately verify the presence or absence of contamination associated with all HAIL activities that are and/or have been undertaken on the site.

Significant adverse environmental effects:

The site has been investigated. Results show that sediment, groundwater or surface water contains hazardous substances that:

- have significant adverse effects on the environment; or
- are reasonably likely to have significant adverse effects on the environment.

Contaminated:

The site has been investigated. Results show that the land has a hazardous substance in or on it that:

- has significant adverse effects on human health and/or the environment; and/or
- is reasonably likely to have significant adverse effects on human health and/or the environment.

If a site has been included incorrectly on the Listed Land Use Register as having a HAIL, it will not be removed but will be registered as:

Verified non-HAIL:

Information shows that this site has never been associated with any of the specific activities or industries on the HAIL.

Please contact Environment Canterbury for further information:

(03) 353 9007 or toll free
on 0800 EC INFO (32 4636)
email ecinfo@ecan.govt.nz

**BEFORE AN INDEPENDENT COMMISSIONER
ON BEHALF OF THE CHRISTCHURCH CITY COUNCIL**

In the matter of the Resource Management Act 1991

And

In the matter of application RMA/2020/1877 by Wilsons Parking Ltd to
establish freestanding offsite digital signage on a site at 235
Manchester St, Christchurch

DECISION OF THE INDEPENDENT COMMISSIONER

| | |
|-------------------------------|--|
| Application Reference: | RMA2020/1877 |
| Applicant: | Wilson's Parking Ltd |
| Site address: | 253 Manchester St, Christchurch |
| Legal Description: | Part Section 688-697 Town of Christchurch |
| Proposal: | To establish freestanding offsite digital signage on the site |
| Date of Hearing: | 1 March 2022 |

Introduction

1. This is an application to establish digital signage at the site at 235 Manchester St in central Christchurch.
2. The application was processed on a publicly notified basis.
3. A draft set of conditions submitted with the application.
4. I was appointed by the Christchurch City Council and given delegated authority to hear and decide the application.

The submissions

5. There eight submissions in opposition and one in support. Submissions were lodged by
 - Susan McAlister
 - Murette Wells
 - Brindi Joy
 - Katrin McAra
 - Ian Wells
 - David Maclure
 - Maurice Roers
 - Yatten Lallu
 - Heritage Christchurch

The hearing

6. I conducted a hearing on 1 March 2022. Due to Covid 19 circumstances I attended the hearing remotely, by Zoom, as did several others. The following people were present at the hearing:

Applicant

Ms. Alex Booker (solicitor, in person)

Ms. Anita Collie (planner, in person)

Mr. David Compton-Moen (urban designer, in person)

Mr. Peter Turner (applicant, in person)

Mr. Andrew Carr (traffic engineer, via Zoom)

Mr. Brett Harries (traffic engineer, via Zoom)

Christchurch City Council

Mr. Hugh Nicholson (urban designer, in person)

Mr. Axel Downard-Wilke (traffic engineer, via Zoom).

Ms. Georgia Brown (planner, in person)

Submitters:

Ms. Kat McAra (via Zoom)

Ms. Murette Wells (in person)

The Proposal

- The proposal, as originally applied for, has the following main features:
 - The structure will measure 9m (height) by 4m (width), with the digital screen measuring 6m (height) by 3m (width).
 - The structure will have a total area of 36m² on each side, with the screen encompassing 18m² of this. The structure and sign will be double-sided.
 - The structure will incorporate climbing landscaping around the digital screen.
 - The billboard will feature advertising that has no relationship to the site.
 - Advertising images will be static (no moving or flashing images proposed), and it will contain an inbuilt daylight sensor able to be calibrated to meet required luminance values for day and night time operation.
 - The applicant proposes a condition that the sign will result in no more than 10 lux spill of light when measured 2m within the boundary of any adjacent site.
 - Image duration is proposed to be 8 seconds.
 - The applicant proposes maximum luminance levels of 5000cd/m² at any time, and 175cd/m² between astronomical dusk and dawn.
 - The billboard will be located at least 40m south of the traffic signals for the Manchester Street/Gloucester Street intersection, and 50m north of the traffic signals for the Manchester Street/Worcester Street intersection.
 - The applicant has provided a list of volunteered conditions as part of their application.
7. Before the hearing the applicant modified the proposal by deleting the climbing landscaping and its supporting surrounding framework.
 8. Following the hearing, in the closing submissions, the applicant modified the proposal again by lowering the total height to 8m and placing the sign on a solid metal base rather than the single pole originally proposed.

Description of site and existing environment

9. The subject site is a 719m² currently undeveloped section on the eastern side of the Central City Core Overlay. The site sits on the western side of Manchester Street, mid-block between Gloucester Street and Worcester Street, and is zoned as Commercial Central City Business Zone. Manchester Street is identified in the District Plan as a Central City Local Distributor Road and has a 30km/hr speed limit. This sign is proposed to be located 40m south of the signalised intersection of Gloucester Street and Manchester Street; and 50m north of the signalised intersection of Worcester Street and Manchester Street.
10. The site is currently used as a Wilson's Car Parking Site consented under RMA/2018/1437.
11. The location of the proposed sign is shown in Figure 1 below and a visualisation of the sign in its last iteration is shown in Figure 2.



Location of the proposed sign – Sourced from Council’s notification report



Figure 2 – Visualisation of proposed sign views south-west from 192 Gloucester St, sourced from the closing submissions

12. Land on the opposite side of Manchester St, although in the Commercial Central City Zone is owned by Central Government’s earthquake recovery and regeneration agency Otakaro Ltd and designated in the district plan as *V4 The Frame – North and East*. This is a strip of land extending for 5 City blocks along the east side of Manchester St. The purposes of the designation include open space, park land, family playground, walking/cycling tracks, stormwater management, memorial sites, residential units, retail/food and beverage, Christchurch club, amenities, temporary activities, public art, leisure and recreational activities and facilities including gymnasium facilities and ancillary activities including car parking¹. The relationship of this designation to the application site is shown in Figure 3 below

¹ Christchurch District Plan, Chapter 10, V4 Otakaro Ltd

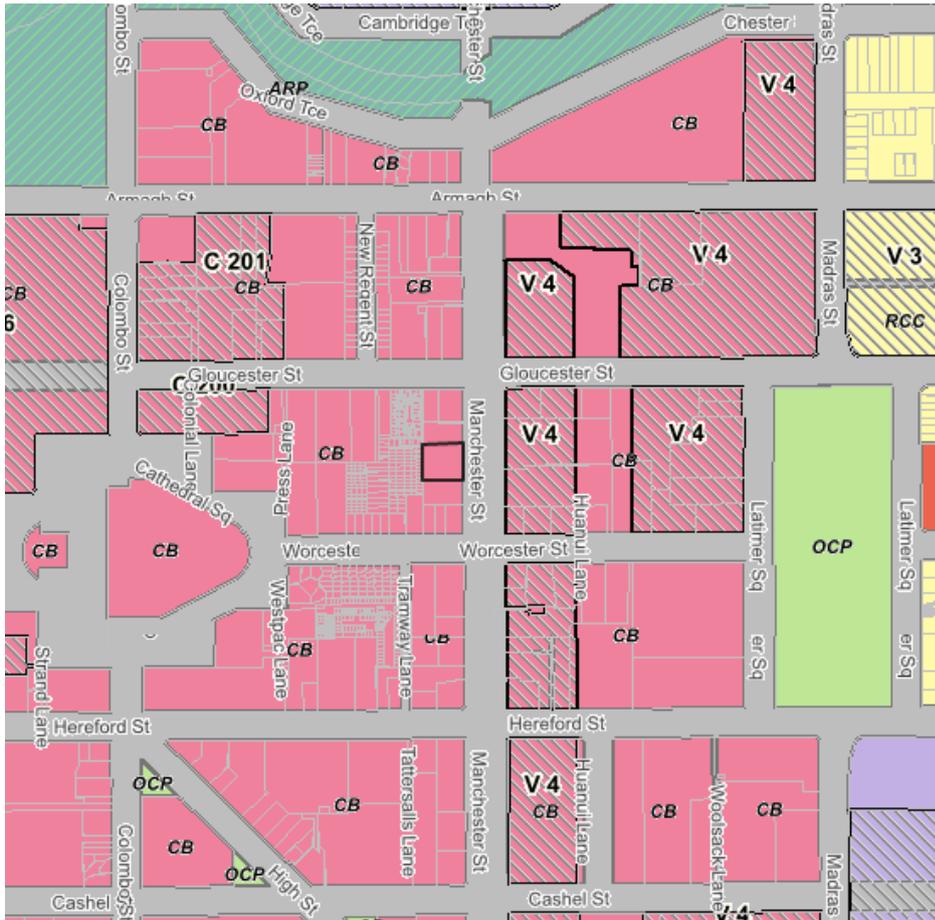


Figure 3 – Relationship of subject site to Otakaro V4 designation. Subject site is shown with a yellow star. Taken from Council’s report for the hearing.

13. The 5 block frontages along the east side of Manchester St are being progressively developed for high density multi -storey residential housing, as part of the earthquake recovery programme. Plans have recently been announced for the development of the block face opposite the site, although the consenting process for this proposal has not yet commenced.

The planning framework

14. Before discussing the application and the planning framework in detail it is necessary to describe what is known as the “permitted baseline”. This is a legal principle, set out in section 104 (2) of the Resource Management Act 1991. Under this, when deciding a resource consent, “a consent authority may disregard an adverse effect of the activity on the environment if a national environmental standard or the plan permits an activity with that effect. It is necessary to establish what permitted non-fanciful activities could occur on this site, then compare the adverse effects of what is actually proposed with the effects that could be created as of right. In other words it is only the incremental effects over and above those permitted as of right that are relevant to this enquiry.

15. Ms Brown in her report for the Council wrote that

The permitted baseline includes static signs associated with onsite activities measuring no greater than 9m² in area and situated at a height of no greater than 6m above ground level, pursuant to 6.8.4.1.1 P1 – and built form standard 6.8.4.2.6. Multiple signs can be established in association with the standard where there are multiple vehicle crossings and pedestrian entrances (one sign per each pedestrian entrance and one per each vehicle crossing). The application site includes a vehicle crossing and a pedestrian entrance, therefore enabling up to 11m² of permitted signage at the site. Such signage can be externally or internally illuminated. As evident, the difference between this application and the permitted baseline is the digital nature of

the sign and its changing images, and the greater area of signage. As such, I consider this permitted baseline relevant to a limited extent only.

The applicant has also put forward a permitted baseline relating to the establishment of digital signage where it is located internal of the building. Whilst this is noted, I note that the applicant is not proposing a billboard affixed to the inside of a building. Further, there are no mechanisms available to the applicant to lawfully establish a new building in the zone due to Rule 15.10.1.2 C1 and 15.10.1.3 RD1 which regulate the construction of a new building in the Central City Core, visible from a publicly owned and accessible space, and which require consideration against the urban design matters at Rule 15.13.2.6. As such I do not consider this a valid permitted baseline and have not taken it into consideration as part of my assessment.

16. I accept and adopt Ms Browns comments. I will consider this permitted baseline when considering the effects of this application

Rules

17. There are a number of infringements of various rules. These are set out in Ms Brown's report , which I reproduce for convenience.

| Activity status rule | Standard not met | Reason | Matters of discretion |
|----------------------|--|--|-----------------------|
| 6.8.4.1.4 D1 | - | The proposed billboard: a. Is not 'provided for' by: i. Rule 6.8.4.1.3 RD2 because it cannot meet the built form standard in Rule 6.8.4.2.6 (free standing signs). ii. Rules 6.8.4.1.1 P11 or P15, 6.8.4.1.3 RD3 or RD5, or 6.8.4.1.5 NC1 because it does not meet the description in those rules; b. Is: i. An off-site sign that is not 'provided for' by Rule 6.8.4.1.1 P2, P3, P4, P5, P6, P12, P13, or P16 because it does not meet the descriptions in those rules; and ii. A digital sign with changing images. | Not applicable |
| 6.8.4.1.4 D2 | 6.8.4.1.3 RD2 Off-site digital billboard in a commercial zone which does not meet the relevant built form standards in Rule 6.8.4.2.6 (Free-standing signs | Permitted: For signs relating to vehicle entrances in the CCCB zone: - 2m maximum width; - 9m ² maximum total area; and - 6m maximum height. Proposed sign: - 4m wide; - 9m high; and - 36m ² total area Note: whilst the total area of sign measures 36m ² , the digital screen itself measures 18m ² . | Not applicable |

18. For completeness, neither of the above rules include a notification clause.

19. Overall the proposal must be considered as a discretionary activity under the District Plan.

The Submissions

20. Ms Brown summarised the reasons for the submissions as follows:

The submission in support is summarised as follows:

- *No specific reason provided, although in support of the proposal the submitter does not consider that the billboard should be surrounded with the mesh and plants. Considers it should just be free-standing with no mesh or landscaping.*

The reasons for the submissions in opposition are summarised as follows:

- *Billboards are distracting and stop a driver from being present.*
- *Consider that they are inappropriate in the central city environment where a higher standard of amenity is expected compared to other commercial or industrial zones*
- *Billboards result in visual clutter, there are already too many in the city.*
- *Potential amenity effects, the billboard will be incongruous with the current environment, as well as with the planned future environment which will consist of high quality commercial and residential buildings with a strong urban design and high level of pedestrian interaction. Consider that the billboard will detract from the redevelopment that is occurring in the surrounding area. Concerned that the billboard will impact on bike and pedestrian priority in the area, making travel more risky.*
- *Cannot rely on measurements of luminance to be predictive of the overall effect on traffic safety.*
- *Concerned with the oversized dimensions of the sign and highly powered intermittent illumination.*
- *Consider it will be intrusive for residents and hotel guests at the Heritage Hotel (Old Government Building), especially at night.*
- *Do not consider the billboard to fit within the character of the surrounding precinct, where several historic buildings are being reprised.*

One submitter also raised concern with the billboard and the distress it creates on people who suffer from migraines, PTSD, post-concussion health issues. They consider that billboards are not good for wellbeing or mental health. Another submitter comments in opposition that we should be consuming less, and therefore should be subjected to less advertising. Whilst these comments are acknowledged and appreciated, I note that they are outside the scope of resource management effects which I can consider.

21. To the extent these matters are relevant (and most of them are), I will discuss them in the commentary which follows.

The issues

22. Ms Brown summarised the issues raised by this application.

- *Amenity and character*
- *Light spill and luminance*
- *Traffic effects*
- *Heritage effects*

23. I accept that these were the major environmental issues raised by the application. I assess each of them in turn.

Assessment of adverse effects

Amenity and character

24. Expert evidence on this was provided for the applicant by Mr David Compton-Moen, a qualified and experienced planner, urban designer and landscape architect. He provided a helpful set of visual simulations from various viewpoint in the vicinity. He considered the proposal under the

objectives and policies of the district plan, and the matters for discretion for signage in the district plan although accepting that these are a guide only as this is a full discretionary activity. His conclusion was summed up in paragraphs 41 - 44 of his evidence where he wrote that

41. *In terms of effects on existing urban character, the proposed digital billboard will have less than minor effects on the receiving environment, with a Low magnitude of change to the amenity and character of the area. The receiving environment is not considered sensitive. I acknowledge that while the streetscape quality along Manchester St is high, the receiving environment is commercial with a high level of activity, movement and change. The current commercial character is transitory with significant amounts of building to occur but is not an environment which is sensitive. The heritage buildings are sufficiently distant that they are not affected by the proposal.*
 42. *For all current and future nearby residents, and with the conditions proposed, I consider that any adverse visual effects resulting from the digital billboard will be Less than Minor, with a Low sensitivity of change to the existing view when compared to both the current and anticipated receiving environments and a permitted baseline scenario.*
 43. *The existing environment contains high ambient light levels and based on my experience with assessing billboards in other parts of the city, I consider the proposed luminance to be standard and appropriate for the receiving environment.*
 44. *Over time, as the environment develops in accordance with the District Plan, while the sensitivity of the environment will increase, I consider that the proposed digital billboard will continue to have less than minor effects on the urban character and a Low Magnitude of Change on amenity.*
25. The evidence for the Council was presented by Mr Hugh Nicholson, also a qualified and experienced urban designer and landscape architect. He came to a completely different conclusion.
 26. At paragraph 4.1 of his evidence he wrote that
 - 4.1 *In my opinion the proposed freestanding double-sided digital billboard at 235 Manchester Street would create high adverse effects on the character and visual amenity of the high quality public spaces that have been completed as part of the upgrade of Manchester Street between Gloucester and Worcester Streets, and high adverse effects on the character and visual amenity of the residential units anticipated at 192 Gloucester Street. I note that there are lesser adverse effects on other surrounding areas.*
 27. He considered that if the sign was to be permitted at all it should only be for a temporary period of 5 years, or until the lot opposite at 192 Gloucester St is developed for residential housing, whichever came sooner. Although a Gloucester St address, in fact this property spans the entire frontage to Manchester St of the block opposite, between Gloucester and Worcester Streets, as shown in Figure 3 above.
 28. In considering such contrasting opinions, it seems to me that Mr Compton-Moen's approach was that this site and its immediate surrounds are typical of the Commercial Central City Zone in Christchurch with predominantly commercial land uses, a mixture of sites still vacant since the earthquakes, surviving pre-earthquake buildings and new buildings. He said that there are significant levels of traffic, bright lighting at night, and significant amounts of commercial signage, including digital signage. Most pedestrians passing through the area would be transitory and their experience of the sign would be brief. He acknowledged that large digital signs should preferably be attached to buildings but considered this example would be acceptable until its site is eventually redeveloped, particularly because the sign would be viewed against the buildings behind it and would not break the skyline.
 29. Mr Nicholson's opinion is based on his interpretation of the particular circumstances of this part Manchester St. Since the earthquakes it has been developed quite differently from many other Central City Streets. It has been widened to 30 metres, with widened footpaths, an off-road cycle lanes and landscaping. There is significant provision for public transport, with "Super Stops" for buses, incorporating shelter and seating and many of the bus routes to and from the nearby central

Bus Exchange are now on Manchester St. There are no dedicated turning lanes at the intersections. Both sides of the street feature trees and other landscaping. The eastern side of the street will in the not too distant future be lined with high density medium-rise housing. In the meantime, there are other residential developments further to the east, whose residents will be easily able to see the sign, although at a greater distance, across the linear Raroa Park and the presently-vacant 192 Gloucester St “super block”. Speed limits on the street are low, at 30km/hr. Although, as I was told by several witnesses that Manchester St has been described in the Central City Earthquake Recovery Plan as the principal north-south transport route through the central city, in my opinion this is misleading. It is probably literally true, with the only other candidate being the adjacent Colombo St which is constricted by Cathedral Square and other features. However it ignores the fact that most drivers wanting to cross the central city to the north or south would prefer either of the one-way pairs in the near vicinity with their “green wave” traffic light phasing and multiple lanes, to a two-way slow street with a lot of pedestrians, buses and no traffic light phasing. The description is most true for the public transport system, and the roading layout appears to me to have been designed to discourage other through traffic.

30. Essentially Mr Nicholson regards the area as much more sensitive to the effects from this application than does Mr Compton-Moen.
31. After hearing from both witnesses and conducting a site visit, I have concluded that I agree with the opinions of Mr Nicholson. I consider that this is not just a typical inner City Commercial environment. Pedestrians are likely to stay longer in the area than in more typical inner city environments. The proposed sign is of a scale that it will visually dominate any pedestrians in the surrounding environment, and it will be clearly visible, distracting and possibly annoying to at least some of the present and future residents.
32. Mr Nicholson aid in answer to a question that the size scale and nature of this sign are more typical of what can be seen on arterial roads in industrial zones, and I accept that.
33. Mr Compton-Moen said that residents and other people in the area should be aware of the anticipated Commercial Central City environment, with its large buildings, traffic, bright lighting and proliferation of advertising signage. However that does not sit well with the fact that this is a full discretionary activity, subject to objectives and policies that require consideration of amenity effects, and the absence of any freestanding digital or other signage of this scale in the area.
34. I am also aware of caselaw to the effect that an anticipated development model that is over and above the permitted baseline should not be used when assessing the effects of an application such as this.²

Offered reduction in scale of the sign

35. In closing submissions for the applicant, Ms Booker proposed a slight modification of the sign. Under this the height would be lowered slightly, from 9 metres to 8 metres, and the pole on which it would be mounted changed to a solid plinth. I consider this modification to be very minor and not sufficient to change my conclusion on the effect on amenity,

Light spill and luminance

36. Mr Compton-Moen considered that the proposed lighting levels of the sign, measured by light spill and luminance would be appropriate in the area, given the prevailing lighting levels. For the Council, Ms Brown obtained a brief report from Council's in-house lighting expert, Senior Environmental Health Officer Ms. Isobel Stout, who confirmed that she had no major concern with regards to light spill, and the applicant's proposed condition that the sign shall result in no more than 10 lux spill when measured 2m within the boundary of an adjacent site would be acceptable in the event that consent is granted. With regard to luminance Ms Stout considered the key factor that must be in place to avoid undue brightness is an ambient light sensor which would ensure the brightness of the billboard will naturally adjust to ambient light levels regardless of the time of day.

² [2017] NZHC 2489

As this was incorporated in the applicant's proposed conditions Ms Stout and Ms Brown accepted that this would be acceptable.

37. Mr Nicholson took a different view, preferring the light spill and luminance levels to be reduced and that the sign not operate between 12 pm and 6 am, if the application was to be allowed, and that it be removed when the residential development across the street at No 192.
38. Although it is a moot point given my finding on general character and amenity, I record that I agree with the applicant and Ms Stout on the lighting effects.

Traffic effects

39. The potential effects of the proposed sign on traffic safety were one of the most heavily-contested aspects of this application and on this I was presented with two totally different sets of evidence from qualified and experienced experts.
40. For the applicant Mr Andrew Carr, a qualified and experienced traffic engineer prepared a report for the Assessment of Environmental Effects and summarised this in evidence at the hearing. Mr Carr is very experienced in this topic, having been involved in numerous consent applications. He has studied international research on the safety aspects of digital billboards and conducted research of his own.
41. For the Council evidence was given by Mr Axel Downard-Wilke, another highly experienced traffic engineer.
42. With regard to this particular site Mr Carr identified the critical location for distraction as the intersection as the Gloucester St/Manchester St intersection, a little to the south of the subject site, when viewed by drivers travelling in the southbound direction. Any issue with distraction would only arise when the driver was within the approach site distance (ASD) of the traffic signal. This is the short distance before a traffic signal in which a driver needs to make a decision whether to continue on or to stop.
43. A point of contention was the overlap of the signage with traffic signals, where the signal appears Mr Carr said that it appears to be common ground between Mr Downard-Wilke and himself that there is no visual overlap between the proposed billboard and three of the four signals at the Manchester Street / Gloucester Street intersection. There is overlap only for the signal head on the southwestern corner of the intersection (Signal Pole 5), but this overlap does not arise in the southbound traffic lane for general traffic at the point where drivers need to decide whether to stop at the traffic signals or not.
44. Rather, the overlap only occurs in the kerbside lane and only over a distance of 26m. This lane is used by buses to travel straight ahead and for general drivers to turn left (and the latter equates to peak hour flows of just 20 vehicles). He considered the effects of the proposed billboard on each of these movements and consider that these will be negligible. This is largely because he considered it highly likely that drivers will be looking towards the traffic signals that are directly in front of them and paying less heed to Signal Pole 5 which is on the diametric opposite corner of the intersection.
45. He also relies on the black backing board around modern traffic signal which separates the actual signal lamp from anything in its background and the "parallax effect". This is the effect of the traffic signal appearing to move across the face of the billboard as a driver approaches, making it more prominent and less likely to be confused with the billboard.
46. Although not directly referred to in his evidence at the hearing, in his Transport Assessment which accompanied the original application Mr Carr made reference to and enclosed a piece of his own research conducted in 2016, where he analysed crash records at sites mostly in Auckland but with several example in Christchurch, where billboards had been erected in close proximity to major intersections, and annexed a copy of this to the Assessment.³ Using the New Zealand

³ Comparison of Crash Rates Before and After Billboard Installation, Andrew Carr, 23 June 2016

Crash Analysis System (CAS) maintained by Waka Kotahi, the New Zealand Transport Agency, he analysed the cause of crashes at these intersections. The CAS system relies on reports by investigating police officers based on their interviews with the drivers causing crashes. Mr Carr was unable to identify any crashes attributable to distraction from the billboards.

47. I note that in the majority of the case studies, there was no question of the billboards being located directly behind the traffic signal. Instead almost most of them seem to have been located well above the road or high on adjacent buildings, but all within the “cone of vision” of drivers approaching the intersections.
48. In response to these points Mr Downard Wilke was somewhat sceptical of Mr Carr’s general research paper. He said that it is possible that some drivers may be reluctant to disclose being distracted by signage. At similar hearings other experts have told me that the responding police officers can be too busy to take complete statements at the time and that by the time of any follow-up interviews the exact cause of the crash may not be recalled. It should be remembered that drivers are very likely be in a state of shock after such a crash and may not have a clear recall at the time or afterwards.
49. I tend to agree with Mr Downard Wilke on this. It seems to me that the research paper is now a little dated. It is based on only 15 case studies and there must have been a large number of such signs erected since then. In addition, of the 15 sites only two appear to be cases where the billboard appears directly behind a traffic signal. Some cases were at roundabouts or other locations away from intersections. Therefore I consider the paper has limited relevance to the present case’ where the overlapping with a single signal head is the only issue. However the paper continues to be raised in evidence at many hearings involving digital billboards close to traffic signals.
50. Mr Carr’s evidence was peer reviewed by Mr Brett Harries, another highly experienced traffic engineer. His main point was that there a number of other signals at this intersection that are clear of the billboard, and in particular an overhead primary signal above the road which would be prominently visible to all drivers. Overall, Mr Harries agreed with Mr Carr’s conclusions.
51. With regard to this specific intersection Mr Downard-Wilke said that the ASD could also be described as “the critical decision zone”. He said that it would be quite possible that through drivers might move into in the left lane in order to get around stationary vehicles waiting to turn right and might be distracted by the digital sign in the background. This would not be a legal manoeuvre but foreseeable in spite of that. He also said that signal Pole 5 is likely to be used by traffic waiting to turn right into Gloucester St. My understanding is that this is not about the critical decision zone, because the driver would already be stopped. Rather, because of distraction the driver might misread the traffic signal and proceed at the wrong time.
52. There was also disagreement between the two experts about the correct approach speed and reaction time to be used in making these assessments, and Mr Downard -Wilke raised an additional issue of colour impaired drivers. He said red/green colour blindness is relatively common in males, affecting up to one in twelve men, and while they are generally able to distinguish which light is actually lit, it is an added risk factor that should be avoided if possible.
53. I found these conflicting opinions very difficult to resolve. I find myself reluctant to contemplate situations where large digital billboards appear in the background to traffic signals, purely out of caution. I accept that crashes would be rare, but consequences could be severe, especially for pedestrians and cyclists. There are many other locations where such billboards can be erected, but the preference of operators seems to be to have them close to traffic lights where there is a captive audience of people waiting at the lights, as was once confirmed to me at a hearing by one of the main operators. That indicates to me that the intention is to capture the attention of drivers and direct their attention away from the things they should be concentrating on, including the traffic signals and the movements of other traffic nearby.

54. There was a great deal of discussion about the traffic safety issue, including other points not discussed here. In the end, because of the conclusion I have reached on amenity effects I do not need to resolve this traffic safety issue, and I prefer not to.

Heritage Buildings

55. With respect to heritage effects, there are a number of heritage listed buildings in the vicinity of the site. These would be able to be viewed together with the billboard in view to the south along Manchester St. The submission from Heritage Christchurch considered the proposal will be out of keeping with the surrounding area which includes a number of heritage buildings.
56. Specialist advice for the Council was provided by its Heritage Advisor, Ms. Suzanne Richmond. Ms. Richmond noted that there are an important group of scheduled heritage items on the south-west corner of Manchester and Worcester Streets. These include the former Trinity Congregational Church which anchors the corner, Shand's Emporium facing Manchester Street, former State Insurance building facing Worcester Street, and the former Government Buildings containing the Heritage Christchurch hotel to the west at 28 Cathedral Square, which has its north elevation to Worcester Street. She notes that views of this group will be affected to some extent, and this will be highlighted by the digital nature of the billboard. However, whilst it will feature in some views, it will not feature in all views to the buildings on the south-western corner of Manchester/Worcester Street intersection. Furthermore, it is noted that some of the current views are temporary and have only opened up since earthquake demolitions in the block containing the application site have occurred. To this extent, these views will no longer be possible once the block is redeveloped.
57. With respect to the comments raised by the submitter in relation to the impact on the historic character of the precinct, Ms. Richmond noted there is some separation of the proposed billboard from the hotel, and the significant north elevation of the hotel is only partially visible until reaching the Manchester/Worcester Street intersection from the north. Therefore the north of the billboard will be present in mid-range views in front of the sign to the east of the hotel's north elevation, however the billboard will be seen to the side rather than obscuring the elevation. Ms. Richmond notes that it will still be possible to stand south of the sign on the Manchester/Worcester Street corner to view the whole north elevation of the hotel. Additionally, it is anticipated the block containing the application site will be redeveloped in the long term, so visual effects are expected to be temporary.
58. Overall, Ms. Richmond considered the billboard would have no more than minor effects on heritage values for a temporary period. She recommended a condition of consent requiring the billboard to be removed after a period of five years.
59. I rely upon and accept Ms. Richmond's advice on the potential effects on heritage values. Overall I do not consider the effects to be unacceptable on heritage values of the surrounding environment.

Overall Conclusion on adverse effects on the environment

60. My overall conclusion on adverse effects on the environment is that any such effects would be more than minor and unacceptable, due to the adverse visual appearance to people in the street and on present and future residents.

Statutory considerations

Resource Management Act 1991

61. When considering an application for resource consent, and any submissions received, the decision maker must have regard to the matters listed in Sections 104 and 104B of the Resource Management Act 1991. Section 104 states that Subject to Part II of the Act, which contains the Act's purpose and principles, including matters of national importance, the consent authority shall have regard to:

Any actual and potential effects on the environment of allowing the activity.

Any relevant provisions of a plan and of a national environment standard.

Any other matter the consent authority considers relevant and reasonably necessary to determine the application.

62. I have found that any adverse effects of this application would be more than minor. Section 104B simply provides that in regard to discretionary activities I may grant or refuse the application, and if granted impose conditions. The remaining matters I need to assess are the objectives and policies of the district plan and the Canterbury Regional Policy Statement and any other matters I consider relevant.

Relevant Objectives, Policies, and other Provisions of a Plan or a Proposed Plan (S.104 (1) (b))

63. In her report Ms Brown made a detailed assessment of the relevant objectives and policies of the District Plan, focussing on Chapter 6 Signage and Chapter 15, Commercial. She did not consider Chapter 3, Strategic directions, considering that these are very general and their discrete application on a case-by-case basis is not intended, following the view expressed by the Environment Court in cases such as *Fright v CCC*, *Pickering v CCC* and *Yaldhurst Quarries Joint Action Group v CCC*.⁴ Nor did she address Chapter 7, Transport, possibly because she was unable to reach a conclusion about traffic effects on the evidence before her at the time she wrote her report, or Chapter 9, Heritage, although in that case she considered the effects less than minor so did not need to rely on these objectives and policies.
64. She also helpfully provided an overall summary of and conclusion on those provisions, including those where the proposal was consistent with them and those where it was not in her opinion. It is worth quoting her summary in full.

140. Where the District Plan objectives and policies support economic prosperity and development, revitalising and recovery of the Central City and enabling the use of signs for businesses to promote their activities, these outcomes are balanced with the strong direction towards achieving a visually attractive high quality urban environment, which manages effects of activities, including those between incompatible activities. The provisions seek to balance these sometimes conflicting outcomes, rather than elevating the importance of one over the other. Any weighting of conflicting outcomes can be addressed with consideration of the specific circumstances of an application

141. The proposal is consistent with the objectives that provide for the outcomes regarding economic well-being directly by way of additional revenue for the landowner/developer, and indirectly through advertising.

142. However, the billboard is not considered to contribute to the revitalisation of the Central City where it seeks a high quality urban environment, having regard to the characteristics of the area, including those developing with on-going recovery of the Central City. The area, height, freestanding design and digital display with changing images cumulatively results in a sign that will have significant adverse effects on the character and amenity of the receiving environment. Furthermore, the scale of the signage is not related to any functional or operational need, on or off-site.

143. In this case, I conclude that the impact of the proposal on amenity and quality of the urban environment are unacceptable and cannot be managed or mitigated. Further, the application does not sufficiently demonstrate that the billboard will ensure a safe traffic environment remains.

144. After considering the relevant objectives and policies it is my opinion that in an overall sense, the proposal is not supported or enabled by the relevant objectives and policies of the District Plan.

⁴ *Fright v CCC* [2018] NZEnvC 111 at [63].

65. Ms Collie for the applicant made a similar analysis detailed but did include Chapters 7 and 9 as she was relying on them. She did not make an overall summary, but under each chapter concluded that the proposal would be consistent with the objectives and policies.
66. I have considered both planners' analyses. They are both careful and thorough and essentially differ only because of the different conclusions they have reached regarding effects on amenities, and that is perfectly understandable.
67. The position one takes on objectives and policies is highly dependent on the findings on effects on the environment. Thus it is possible for the witnesses to reach contrasting conclusions on the objectives and policies because of their differing view on the effects.
68. I have concluded that I agree with the conclusions reached by Ms Brown, and also Mr Nicholson on the effects on amenities. I also accept and adopt Ms Brown's analysis of the objectives and policies. Like her I have not reached a conclusion on the issue of traffic safety. I do not consider it necessary to carry out an analysis of the provisions in the Heritage chapter as these are not decisive in this case. However I accept Ms Collie's conclusions on that, although it will not change the outcome.
69. Having adopted Ms Brown's analysis, it is not necessary for me to repeat it with my own version⁵

Other relevant matters

Canterbury Regional Policy Statement

70. I do not consider it is necessary to refer to the Canterbury Regional Policy Statement (the RPS). Although this provides high level and over-arching guidance for land planning in Canterbury, the Christchurch District Plan was prepared in the light of the RPS and can be assumed to be consistent with it and to give effect to it. In any case, this is a very local matter, and the RPS is much more concerned with matters of regional significance.

Christchurch Central Recovery Plan (the CCRP)

71. I was also referred to the CCRP by various witnesses. This was a plan made by Central Government under the earthquake recovery legislation passed shortly after the Canterbury earthquakes. I understand that originally under the legislation it was not allowable to make a decision on a resource management matter that would be inconsistent with the CCRP, but that requirement has been repealed. However the plan itself has not been revoked and is of some relevance to this application. Mr Nicolson provided a brief summary of the plan. He wrote

9.1 *While the Christchurch Central Recovery Plan (CCRP) is no longer a statutory document, it provided the vision for rebuilding central Christchurch after the Canterbury earthquakes, and gives a rationale for understanding the landscape values that were incorporated into the rebuild.*

9.2 *The Frame was identified in the CCRP as a means of "reducing the extent of the central city commercial area" and the East Frame was designated for "medium-density demonstration housing and long-term residential development" with the objective of providing "a greater choice of housing" and adding "visual and open space amenity"⁶.*

9.3 *Manchester Street is identified in the Accessible City Chapter (ACC) of the CCRP as the key north-south transport route in the central city. The ACC directs that Manchester Street will be converted into a 'boulevard' to provide bus priority and to create a high-quality connection between the East Frame and the Core. A high-quality 'super stop' is identified on Manchester Street between Worcester and Gloucester Streets.*

72. I find this relevant and helpful in understanding the intention of the Central Government and the Council in establishing a special character for Manchester St, . As well as that special character,

⁵ See Section 113(c) of the Resource Management Act 1991

⁶ Christchurch Central Recovery Plan, Canterbury Earthquake Recovery Authority, 2012, pp. 35-36

it is clear that Manchester St and the East Frame on its eastern side is part of an attempt to restrict the extent of the central commercial area in that part of the City, which was widely considered prior to the earthquakes as being too large, leading to an element of decay without renewal in older parts of the Central City. The East frame, with its emphasis on residential activity is also intended to increase the number of residents in the Central City and to improve the public transport experience. I believe this helps to establish why this part of Manchester St should not be regarded as just another part of the Central City, as I think some of the applicant's witnesses and legal counsel have done.

Part 2 of the Resource Management Act

73. Taking guidance from the most recent case law⁷, the District Plan is considered to be the mechanism by which the purpose and principles of the Act are given effect to in the Christchurch District. It was competently prepared through an independent hearing and decision-making process in a manner that appropriately reflects the provisions of sections 5-8 of the Act. Accordingly no further assessment against Part 2 is considered necessary.

Decision

My decision is that the application is declined. My reasons for this are stated throughout this decision.



David Mountfort

Hearings Commissioner

13 April 2022:

⁷ *R J Davidson Family Trust v Marlborough District Council* [2018] NZCA 316

Appendix C

List of Persons to be served with a copy of Notice of Appeal

| Party | Address for service | Email |
|---------------------------|--|--|
| Christchurch City Council | Civic Offices, 53 Hereford Street, Christchurch 8011 | cccresourceconsentapplications@ccc.govt.nz georgia.brown@ccc.govt.nz valeria.ferrari@ccc.govt.nz |
| Katrin McAra | 43 Merlincote Crescent, Governors Bay, Christchurch 8971 | kmcara@gmail.com |
| Maurice Roers | 55 Dallington Terrace, Dallington | mroers@hotmail.com |
| Yateen Lallu | 19 Bradshaw Terrace, Riccarton 8011 | yateen@xtra.co.nz ray.edwards@urbisgroup.co.nz |
| Heritage Christchurch | PO Box 177, Christchurch 8140 Attn: Bianca Hay | biancah@heritagehotels.co.nz |
| David Maclure | PO Box 1227, Christchurch Box Lobby, Christchurch 8140 | maclure.d@orcon.net.nz |
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