PUNA PROPERTY HOLDINGS LIMITED
FODDERCUBE PRODUCTS (NTH CANTY) LIMITED

FAST TRACK REFERRAL APPLICATION

SOUTHWEST INDUSTRIAL

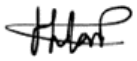
290, 300, 318, 320, 374, 376 SPRINGS ROAD
HALSWELL
CHRISTCHURCH

28th AUGUST 2026

PROJECT INFORMATION

Applicants:	Puna Property Holdings Limited and Foddercube Products (Nth Canty) Limited

DOCUMENT CONTROL

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1 INTRODUCTION

This Referral Application is made under the Fast Track Approvals Act (FTAA) 2024 on behalf of Puna Property Holdings Limited and Foddercube Products (Nth Canty) Limited (the Applicants). The Applicants have instructed LandPlay Limited to prepare and lodge the application.

The application proposes the subdivision and industrial land use development of a ~21.4-hectare (ha) site at 290, 300, 318, 320, 374 and 376 Springs Road, Halswell, Christchurch. The Project is referred to as Southwest Industrial.

This application has been structured to address the relevant requirements of section 13 and 22 of the FTAA, with corresponding sections of this report outlined below:

- Site Description (section 13(4)(d)): Section 2.
- Project Description (s13(4)(a)): Section 3.
- Significant Regional Benefits of the Project (s13(4)(b), s22(1)(a)): Section 4.
- Appropriateness of the Fast Track Process (s22(1)(b)): Section 5.
- Proposed Consents and Approvals Required (s13(2)(d), s13(3) and s13(4)(t)): Section 6 and Appendix H.
- Assessment of Statutory Documents (s22(2)(a)(x)): Section 7 and Appendix L.
- Description of Anticipated and Known Adverse Effects (s13(4)(h)): Section 8.
- Summary of Notification Responses (s13(4)(ka), s11(b)): Section 9 and Appendix R.

2 PROJECT SITE

2.1 SITE DESCRIPTION

The site is located at 290, 300, 318, 320, 374 and 376 Springs Road and comprises a total of ~21.4 hectares (ha). The site is located on the southwest urban fringe of Christchurch City, in the Christchurch City Council boundary and adjacent to the Selwyn District located ~50m to the south. Access is achieved via Marshs Road to the south and Springs Road to the east.

The Christchurch Southern Motorway (State Highway 76) forms the northern boundary. The site is located ~350m from a formed access to the State Highway network via Springs Road and Shands Road further to the west.

Part of the site (290 and 300 Springs Road, comprising 2.9ha) is in the Industrial Heavy Zone, while the balance of the site is in the Rural Urban Fringe Zone as per the Christchurch District Plan. The site is currently used as a plant nursery, horticultural (turf production) and agricultural (grazing) purposes. A resource consent application is currently lodged with both the City and Regional Councils for an industrial warehouse intended for Urban Flooring tenancy on the northern portion of the site at 300 Springs Road.



FIGURE 1: THE APPLICATION SITE OUTLINED IN YELLOW (SOURCE: GRIP)

2.2 SURROUNDING ENVIRONMENT

The character of the surrounding environment is mixed, comprising retail, heavy industrial (north and west), rural-residential properties, agricultural land, major transport corridors that connect Selwyn District to Christchurch City, and established commercial and industrial activities.

To the north, the site adjoins the Christchurch Southern Motorway (State Highway 76), a strategic transport corridor providing connections to the wider transport network.

To the west and north, the surrounding land is within the Christchurch City Council boundaries and is characterised by established industrial activities associated with the Hornby industrial area, as illustrated in orange in the zoning map of **Figure 2** below. To the east, the surrounding environment is characterised by rural lifestyle activities with ~2ha lot sizes, each containing a dwelling.

Land to the south and southeast is generally rural lifestyle and within the Selwyn District Council boundary, including commercial activities (retail, landscape supplies, contractors' yard) and the township of Prebbleton located ~750m to the south.

The site is located ~10km southwest of the Christchurch International Airport and has direct access to key transport networks including State Highway 76, Springs Road and Marshs Road. Overall, the surrounding environment reflects the transitional nature of the urban fringe, though Industrial Heavy Zoning currently adjoins Rural Urban Fringe Zoning.

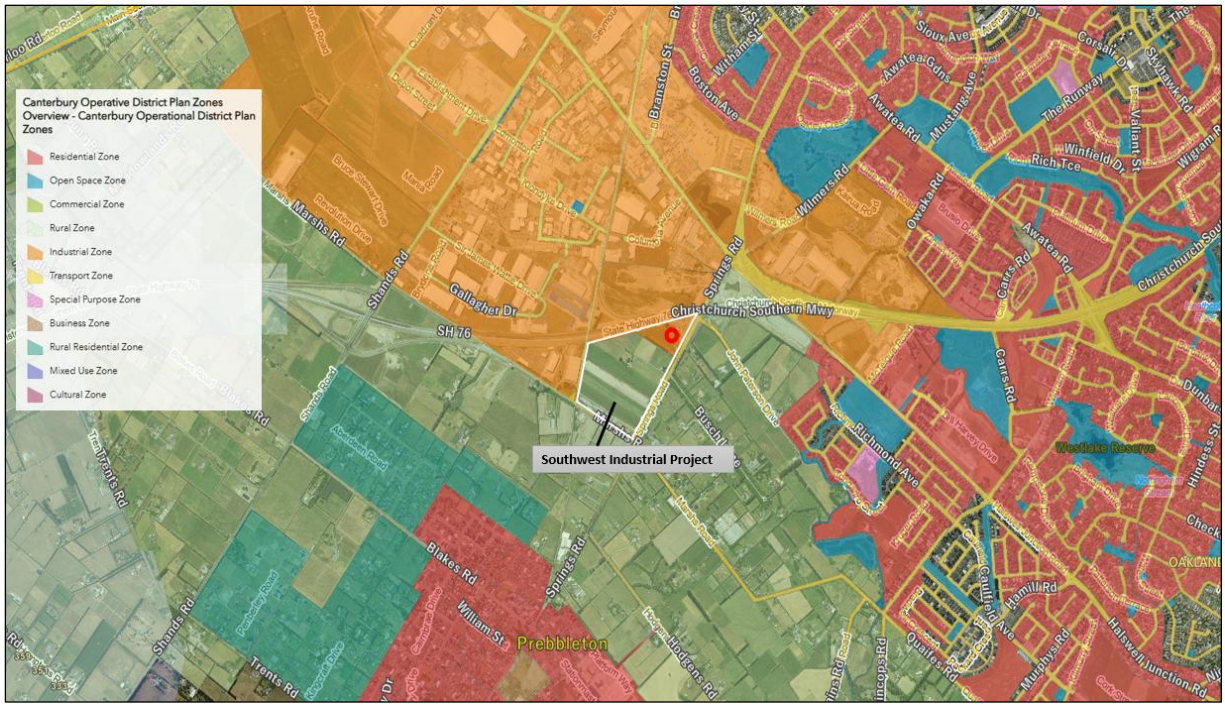


FIGURE 2: MAP OF SURROUNDING ZONING (SOURCE: CANTERBURY MAPS)

2.3 LAND OWNERSHIP AND TITLE INTERESTS

The Project site comprises multiple land parcels that are set out in **Table 1** below. The Records of Title and associated interests are attached at **Appendix A**.

TABLE 1: RECORDS OF TITLE AND INTERESTS SUMMARY

Address	Record of Title	Legal Description	Owner	Relevant Title Interests
376 Springs Road	999438	Section 4 SO 550060	Foddercube Products (Nth.Canty.) Limited	N/A
374 Springs Road		Section 6 550060	Foddercube Products (Nth.Canty.) Limited	
318 Springs Road	CB47B/925	Lot 1 DP 82095	Petronella Maria Van Koppen	N/A
320 Springs Road	1008404	Section 7 SO 482614	Petronella Maria Van Koppen	N/A
300 Springs Road	1225357	Section 4 SO 562497	Puna Property Holdings Limited	Land Covenant in favour of NZTA (ref. 13172702.1) relating to signage and lighting adjoining the State Highway
290 Springs Road	998715	Section 2 SO 556764	RMP Investments Limited	N/A

There are no interests on the site's Records of Title that are relevant to the Project. The NZTA Land Covenant referred to above will be relevant as part of the detailed design as signage and lighting controls are considered, including any written approvals required.

The joint Applicant, Foddercube Products (Nth Canty) Limited owns 374 and 376 Springs Road (RT 999438) as outlined above. Foddercube Products (Nth Canty) Limited have owned the land for more than 50 years and currently operates the retail plant nursery and turf production business from the site. These activities are intended to be relocated to land owned by the Applicant to the south of Marshs Road.

Puna Property Holdings Limited owns 300 Springs Road and has the land at 290, 318 and 320 Springs Road under an unconditional Sale and Purchase Agreements with the current landowners. The agreements (*partially redacted*) are attached at **Appendix B**.

2.4 COMPLIANCE HISTORY

The Applicants have confirmed that they do not have a history of non-compliance under any of the specified Acts that relate to the proposed approvals.

2.5 AGENT STATEMENT OF EXPERIENCE

LandPlay Ltd's Statement of Experience is attached as **Appendix C**.

3 DESCRIPTION OF THE PROJECT

3.1 OVERVIEW

The purpose of Southwest Industrial is to establish a new industrial park on the urban fringe of Christchurch, utilising the site's location and direct access to the strategic road network and proximity to Christchurch Airport, Lyttelton Port, central Christchurch, and the Selwyn District. The location supports the growth which is occurring in Prebbleton, a township that was named after the Prebble family who are the owners of Foddercube Products (Nth Canty) Limited and have farmed the land for 50+ years growing plants and grassed turf (Applicants).

The Project will facilitate the development of land that is partly zoned for industrial activities which has existing site constraints due to no physical access or reticulated three waters connections as a result of State Highway land acquisitions for the Christchurch Southern Motorway. The Project will effectively consolidate an existing node of partially industrial-zoned land between Marshs Road and Springs Road, providing a logical extension to the surrounding industrial area while establishing a natural transition and buffer between the heavy industrial environment to the north and west, and the rural lifestyle area to the south and east.

The location of the Site supports the growth within the southwest of Christchurch post-quake, and the significant growth in Prebbleton and Lincoln which has no industrial-zoned land and addresses a recognised demand. Collectively, the location of the Site and boutique nature of the development are key objectives for the Applicants to achieve a legacy project in an area they have occupied for 50+ years.

An indicative Concept Plan is shown in **Figure 3** below and is attached at **Appendix D**.

The key components of the Project include:

- Subdivision to create 36 industrial lots ranging in size from ~2,000m^2 to ~1.6ha;
- A new internal road layout with native planting and positive streetscape design;
- Establish new intersections at Marshs Road and Springs Road;
- Three waters infrastructure including integrated stormwater management areas (*refer to Infrastructure Report at **Appendix E)***.
- Earthworks, landscaping and supporting infrastructure required to service the new development.

The Project will comprise a boutique industrial development with a high standard of amenity and environmental performance. This will be achieved through a design that responds to the existing built environment and the site's rural-industrial transitional landscape through extensive native planting, wide road corridors, cycle and pedestrian connections and integrated stormwater management. These elements will be complemented by green energy infrastructure, high quality building materials and other design measures that promote a visually attractive and sustainable industrial environment. The

Project seeks to be the only industrial development that has reached Level 6 (World Excellence) Greenstar accreditation.

The Site is well-suited for industrial development due to its proximity to existing industrial activity, surrounding roading network and its partial location (being 300 Springs Road) within the Industrial Zone and proximity to a Greenfield Priority Area identified for future business growth in the Canterbury Regional Policy Statement (CRPS). The site presents an opportunity to increase the supply of industrial land, addressing a recognised demand, as demonstrated in this application. However, the site is largely not located in the wider CRPS Greenfield Priority Area, which hindered previous rezoning requests (see Section 5 below).

The Applicants are able to begin works as soon as approvals are granted, subject to confirmation of infrastructure upgrades. The site encompasses the full extent of works associated with the development, which is anticipated to be:

1. Detailed design: 6 months
2. Tender: 1 month
3. Works: 6-8 months
4. Total project completion: 13 to 15 months.

The Project does not propose any ineligible activities as defined in Section 5 of the FTAA.



FIGURE 3: INDICATIVE CONCEPT PLAN (SOURCE: LANDPLAY LTD)

3.2 SUBDIVISION

The subdivision component of the Project comprises varying lot sizes arranged within a circular internal road layout. The indicative Concept Plan provides 36 industrial freehold lots ranging from ~2,000m^2 to ~1.6ha.

3.3 LAND USE

It is proposed that the industrial and associated commercial activities and associated built form will align with the provisions of the Industrial General Zone under the Operative Christchurch District Plan. Matters such as built form standards, activity type, noise, lighting, signage, transport and earthworks will be managed through the relevant District Plan provisions applicable to the Industrial General Zone.

It is anticipated that additional consent conditions can be imposed, where necessary, to provide further control over activities or built form and to address any site-specific adverse effects arising from the Project.

The Project is intended to be a boutique industrial area which will accommodate activities that can function in small to medium sized industrial footprints. As such, and based on demonstrated demand, the Project will likely accommodate activities such as warehousing and logistics which require strategic locations close to major road networks. Supporting activities will include offices, showrooms, display areas, gyms, and ancillary food and beverage permitted within the zone framework.

The Project will require design guidelines that ensure buildings will be constructed to the highest tier (level 6) of the Green Star sustainable building certification including green infrastructure requirements such as solar panels in each allotment.

3.4 STAGING

The development is currently proposed to be delivered in one stage and all proposed works will form part of a substantive application.

3.5 ALTERNATIVE PROPOSAL

No part of this proposal is an alternative project, as per s13(4)(g) of the FTAA.

4 REGIONAL SIGNIFICANCE OF THE PROJECT

Section 22(1) of the Fast Track Approvals Act 2024 requires that the Project have significant regional or national benefits in order for a referral application to be accepted by the Minister.

The following responds to the relevant parts of the section 22(2)(a) eligibility criteria, namely:

- *Section 22(2)(a)(iii) will increase the supply of housing, address housing needs, or contribute to a well-functioning urban environment (within the meaning of policy 1 of the National Policy Statement on Urban Development 2020).*
- *Section 22(2)(a)(iv): will deliver significant economic benefits.*
- *Section 22(2)(a)(vii): will support climate change mitigation, including the reduction or removal of greenhouse gas emissions.*

4.1 SECTION 22(2)(a)(iii) Policy 1 of the NPS-UD

The Project will result in a meaningful increase to the supply of business land in an area that services Greater Christchurch, particularly southern Christchurch and Selwyn District townships of Lincoln and Prebbleton. These two townships have no Industrial Zoned land, and are located within what has been the fastest growing District in New Zealand.

The significance of this additional supply is also demonstrated by the substantial growth of the south-west Christchurch industrial catchment over the past decade. The Hornby South/Islington area has developed into one of Greater Christchurch's key industrial and logistics locations, reflecting sustained demand for industrial land in this part of the city and its strategic connections to the Christchurch Southern Motorway, Christchurch Airport, Lyttelton Port and the wider Selwyn District.

Colliers' market analysis (Appendix G) considers that the take-up of industrial land is strong within the Hornby South/Islington area, with the anticipated local supply to be exhausted in ~8 years, which is reduced to 6.7 years once the NPS-UD competitiveness margin is included.

The Project supports competitive operation of land and development markets by increasing supply by 36 industrial allotments that will be offered to market as unencumbered freehold land, rather than remain undeveloped, or leased, which is a contributing factor in the current supply of industrial land in Greater Christchurch. The sites are of a size that can accommodate numerous industrial operations and service both rural and urban sectors, particularly through the strategic location.

The site also benefits of having good visibility from the Christchurch Southern Motorway and Springs Road (arterial road) which enhances the sites prominence in the Greater Christchurch area, making the Project legible within the surrounding environment and attractive to prospective purchasers.

The Project integrates with key roading infrastructure of Springs Road and the Christchurch Southern Motorway. The initial engineering calculations for onsite stormwater management basins considered the current and future effects of climate change for stormwater management area high level sizing.

The Project will service demand in the Canterbury region and achieves consolidated growth from the urban boundary, forming a logical expansion of an existing industrial zoning. The Project significantly contributes to a well-functioning urban environment, in accordance with Policy 1 of the NPS-UD.

4.2 SECTION 22(2)(a)(iv) Economic Benefits

The Economic Assessment prepared by Insight Economics Ltd (Appendix F) sets out the economic benefits that will be delivered as part of the Project. In addition, a Local Supply and Demand Analysis has been prepared by Colliers (Appendix G). The Project is considered to create significant regional benefits through both construction and ongoing operations of the industrial development, specifically:

The proposal would generate meaningful one-off economic benefits during development. Over the estimated five-year build-out period, it is projected to support approximately:

- *600 FTE-years of employment;*
- *$54 million in wages and salaries; and*
- *$106 million in GDP.*

Once fully developed and occupied, the proposal is also expected to support substantial ongoing economic activity. At full build-out, future onsite activities are estimated to sustain approximately:

- *395 onsite FTEs, equivalent to jobs for about 415 people;*
- *$37 million in annual wages and salaries; and*
- *$74 million in annual GDP.*

Wider benefits include the provision of significant additional industrial development capacity in an area of the Christchurch District where industrial land supply is already significantly constrained. The Colliers assessment (Appendix G) confirms a demonstrated need for additional industrial capacity within the southwest catchment, with the Greater Christchurch industrial land market remaining constrained as at July 2026. In particular, the Hornby South/Islington industrial district has limited opportunities for further land expansion. There is also no industrial land supply within the neighbouring urban areas of Prebbleton and Lincoln, further limiting the availability of appropriately located industrial land to service the growing southwest catchment.

The development design and zoning reflect the established demand for general and light industrial activities, including distribution, warehousing and trade-related uses, providing additional capacity to accommodate these activities within the south-west Greater Christchurch industrial market.

Insight Economics also concludes that the economic cost of foregoing current rural production is small in comparison with the economic benefits enabled by the Project.

4.3 *SECTION 22(2)(a)(vii) Support Climate Change Mitigation*

The Project seeks to minimise the production of greenhouse gas emissions and support climate change mitigation as per section 22(2)(a)(vii) through the following measures:

- The site is located close to a key transport route (State Highway 76) in a strategic location to the Christchurch International Airport, Central City and Lyttelton Port, providing efficient transport connections that support logistics operations.
- The Project will reduce commuter distances for residents in Lincoln, Prebbleton, Rolleston and Hornby through providing employment opportunities in close proximity to these urban areas, on the fringe of the established industrial area.
- The site is located ~20m from bus stops on Springs Road/Marshs Road roundabout, facilitating frequent access to Lincoln, Prebbleton and Christchurch.
- Direct connection to the Council cycle and shared path network through links to the Little River cycleway and providing dedicated active transport routes to the Central City (~9km), wider Christchurch suburbs and Prebbleton (~1.8km) and Lincoln to the south (~8km).
- The Project will incorporate design controls including the only industrial land in Christchurch City that will ensure buildings will meet the highest Green Star accreditation (level 6).

5 APPROPRIATENESS FOR THE FAST TRACK APPROVALS PROCESS

As outlined at section 22(1)(b)(i) and (ii), part of the criteria for referral applications includes considering if the fast-track approvals process would facilitate a more timely and efficient delivery of the Project, as per below:

referring the project to the fast-track approvals process—

(i) would facilitate the project, including by enabling it to be processed in a more timely and cost-effective way than under normal processes; and

(ii) is unlikely to materially affect the efficient operation of the fast-track approvals process.

By way of ***background***, the historic planning history of the site demonstrates the significant limitations of progressing the Project through the normal RMA planning framework. In this case, approximately 20ha of the site, which is largely currently zoned Rural Urban Fringe, was sought to be rezoned as part of the Christchurch Replacement District Plan in 2014. However, the Independent Hearings Panel declined the rezoning request. The hearing process involved numerous expert input and was declined on matters relating to inconsistency with the planning framework at that time, namely the CRPS, as well as matters relating to cross boundary three water infrastructure constraints, and transport.[1]

The IHP decision was made more than 10 years ago and the transport matters identified through the earlier process have since been addressed. Importantly, the national policy framework has materially changed, and the CRPS provisions that informed that decision, and remain operative, were developed prior to the NPS-UD 2020 which introduced a more responsive approach to urban development. Accordingly, while the historic decision provides relevant background to the planning history of the site, it should be given limited weight in assessing the current Project.

Under the traditional RMA pathway, the existing zoning framework presents significant constraints to the Project. The site is predominantly zoned Rural Urban Fringe (~18.5ha), with a smaller existing portion in the Industrial Heavy Zone (~2.9ha). Given the constraints within the existing zoning framework, a resource consent application would likely be publicly notified and contain policy constraints which would result in a challenging and complex process. Given the scale, a Private Plan Change request would be required, which can take up to two years under the RMA statutory timeframes, with additional time likely required in relation to submissions, hearings and decision making. The Plan Change request may then be appealed to the Environment Court, which could result in an additional one to two years. In this instance, the entire site is not identified in a Future Development Strategy by Canterbury Regional Council which poses a significant challenge to a rezoning request, particularly with those submitting in opposition.

If a Private Plan Change request is successful and the site is rezoned, a suite of resource consents for the development would still need to be obtained. As outlined at Section 7 of this report, the Project requires a range of resource consents from both Christchurch City Council and Canterbury Regional Council (land use, subdivision and discharges) and possible additional approval under the Wildlife Act

[1] *Decision 23. Independent Hearings Panel, Christchurch Replacement District Plan. 13 June 2016.*

1953 from the Department of Conservation. An indicative timeframe for the resource consent-process would be conservatively 12-18 months, with the addition of engineering design approvals from District Council being a minimum of 3 months. Overall, it is estimated that collectively, the Private Plan Change, resource consenting and approvals process could take 4 - 6 years before site works could progress, depending on the submissions on the Plan Change and appeals.

In contrast, if the Project is successfully referred and a substantive application is accepted, the average processing timeframes are eight (8) months under the FTAA. Referral to the FTAA process would therefore provide a substantially more efficient and timelier pathway that the traditional RMA framework, enabling the accelerated delivery of industrial land identified as being in demand within this location, as supported by the Colliers report (Appendix G), the current stock of available industrial land will be exhausted in the short to medium term.

Given the scale and regional significance of the Project, it is considered that the referral is unlikely to materially affect the efficient operation of the FTAA process. Rather, the process is specifically intended to facilitate national and regionally significant projects of this nature through a coordinated and streamlined approvals framework.

6 PROPOSED APPROVALS REQUIRED

In accordance with section 13(2)(d) of the FTAA, this section outlines the approvals likely required under the Resource Management Act 1991 (RMA) and Wildlife Act 1953.

All necessary resource consents and approvals will be sought for the Project. A Compliance Assessment under relevant legislation is included at **Appendix H** and is summarised below.

6.1 CANTERBURY LAND AND WATER REGIONAL PLAN

The following information is relevant to the Project site:

- Christchurch West Melton Sub-Region
- Unconfined and Semi-confined Aquifer
- Christchurch West Melton Groundwater Allocation Zone

The Project will require resource consent from Canterbury Regional Council under the Canterbury Land and Water Regional Plan (LWRP) for the following matters summarised below in **Table 2**.

TABLE 2: SUMMARY OF CONSENTS REQUIRED UNDER THE LWRP

Proposed Activity	Rule	Activity Status
Earthworks over an aquifer (s9)	Rule 5.176	Restricted Discretionary Activity
Discharge of minor contaminants (s15)	Rule 5.100	Discretionary Activity
To take groundwater during construction for dewatering purposes (s14)	Rule 5.120	Restricted Discretionary Activity

It is proposed that the stormwater management areas will be vested to Christchurch City Council (CCC), on this basis the discharge of operational stormwater and construction-phase stormwater will likely operate under CCC's Comprehensive Stormwater Network Discharge Consent. If the proposed activities do not comply with this comprehensive consent, necessary resource consent will be sought under the LWRP.

Overall, under the LWRP, the Project requires resource consent as a **Discretionary Activity.**

6.2 CHRISTCHURCH DISTRICT PLAN

The site is located in both the Rural Urban Fringe Zone and Industrial Heavy Zone under the Operative Christchurch District Plan. The site is subject to the following overlays:

- New Zealand Transport Agency (Future Works) Designation
- Wastewater Discharge Restriction Overlay

The likely consents sought under the Christchurch District Plan are summarised in **Table 3** below:

TABLE 3: SUMMARY OF CONSENTS REQUIRED UNDER THE CHRISTCHURCH DISTRICT PLAN

Proposed Activity	Rule	Activity Status
Subdivision		
Subdivision in a Rural Zone	Rule 8.5.1.5 NC4	Non-Complying Activity
Subdivision to create a new road	Rule 8.5.1.2 C4	Controlled Activity
Signage		
Free-standing signs and signs attached to buildings	Rule 6.8.4.1.4 D2	Discretionary Activity
Rural Urban Fringe Zone		
Industrial activity	Rule 17.4.1.5	Non-Complying Activity
Earthworks		
Earthworks exceeding permitted volumes	Rule 8.2.9.3 RD1	Restricted Discretionary Activity

Overall, under the Christchurch District Plan, the Project requires resource consent as a **Non-Complying Activity.**

6.3 OTHER APPROVALS

6.3.1 NATIONAL ENVIRONMENTAL STANDARDS FOR FRESHWATER (NES-F)

The Preliminary Ecological Assessment (**Appendix I**) did not record any natural inland wetlands or watercourses applicable under the NES-F. On this basis, no approvals are required under the NES-F at this time.

6.3.2 NATIONAL ENVIRONMENTAL STANDARDS FOR ASSESSING AND MANAGING CONTAMINANTS IN SOIL TO PROTECT HUMAN HEALTH (NES-CS)

A Detailed Site Investigation has been undertaken and reported on by KPES Environmental (**Appendix J**). The investigations conclude that the soil values across the site meet the required industrial/commercial guidelines. Due to past HAIL activities occurring on part of the site, it is considered that the NES-CS is applicable. Resource consent is sought as a Controlled Activity for soil disturbance under Regulation 9(1) of the NES-CS.

6.4 WILDLIFE ACT 1953

As outlined in the Lizard Desktop Habitat Assessment (**Appendix K**), although not confirmed, it is anticipated that a Wildlife Act Authority (WAA) will be required from the Department of Conservation for the management of lizards.

The Assessment confirms that potential habitats suitable for lizard occupation are located on the site, and further investigation is required via survey to confirm the presence of protected lizards.

Consequently, a Wildlife Act Authority is sought under section 53 of the Wildlife Act 1953 to authorise activities involving the capture, handling, release, and incidental killing of protected wildlife. Confirmation on the requirement for this approval will be provided as part of a substantive application following surveys guided by a suitably qualified herpetologist.

6.5 HERITAGE NEW ZEALAND POUHERE TAONGA ACT 2014

The site does not contain any archaeological or heritage sites listed on the New Zealand Heritage List / Rārangi Kōrero, ArchSite, Canterbury Maps or District Plan. On this basis, no archaeological approvals are sought at this time.

7 STATUTORY FRAMEWORK

Subclause 2(1)(a)(i)-(iii) of Schedule 5 of the FTAA requires that applications include an assessment of the activity against the relevant provisions and requirements of the any relevant National Policy Statements, National Environmental Standards and New Zealand Coastal Policy Statement.

A high-level Planning Assessment was undertaken under the relevant National Policy Statements and is attached at **Appendix L**. The New Zealand Coastal Policy Statement is not relevant to the site. The assessment is summarised in brief below.

7.1 NATIONAL POLICY STATEMENT FOR URBAN DEVELOPMENT (NPS-UD)

The Project achieves a well-functioning urban environment through its location, expanding an existing industrial area and providing business land in response to demand in the region. The location adjoins the Christchurch Southern Motorway, Springs Road which connects Christchurch south to Prebbleton and Lincoln townships, and key cycleways. Interface matters associated with amenity and character can be appropriately managed, though the NPS-UD recognises that urban environments change over time.

The Project integrates more intensive activities to the north and west in the industrial heavy zone with rural lifestyle allotments to the south and east, providing a consolidated extension of industrial activity, with associated landscape and roading buffers to surrounding rural lifestyle activities.

Throughout, the Project is consistent with the NPS-UD.

7.2 NATIONAL POLICY STATEMENT FOR FRESHWATER MANAGEMENT (NPS-FM)

The site contains no natural wetlands or waterbodies, and best-practice stormwater and erosion controls will ensure protection of groundwater quality. Accordingly, the Project is consistent with Policies 1, 3 and 5 of the NPS-FM.

7.3 NATIONAL POLICY STATEMENT FOR HIGHLY PRODUCTIVE LAND (NPS-HPL)

The site is mapped as LUC Class 1 and 2. An assessment undertaken by Landvision Ltd considers that the site meets the exemption criteria of clause 3.10 and therefore is not Highly Productive Land (HPL) as per the NPS-HPL. It is noted in a recent FTAA decision (Pound Road Industrial), that without adopted regional mapping, the RuUF does not qualify as HPL. This decision is discussed further in the Planning Assessment of **Appendix L.**

7.4 NATIONAL POLICY STATEMENT FOR INFRASTRUCTURE (NPS-I)

The Project seeks to utilise existing infrastructure within close proximity of the site in Springs Road. Such connections will be an efficient use of existing and potentially upgraded infrastructure, and adverse effects associated with any extensions can be appropriately mitigated, as detailed in **Appendix**

E. The Project is consistent with the NPS-I and any upgrades will enable the development to be undertaken, thus supporting social and economic benefits.

7.5 NATIONAL POLICY STATEMENT FOR INDIGENOUS BIODIVERSITY (NPS-IB)

The site contains no Significant Natural Areas, and proposed indigenous planting will enhance habitat values and deliver a net positive biodiversity outcome as per Appendix I. Accordingly, the Project is consistent with the relevant provisions of the NPS-IB.

7.6 NATIONAL POLICY STATEMENT FOR NATURAL HAZARDS (NPS-NH)

The geotechnical assessment concludes there are no very high hazard risks within the site. Flood risk and site stability will be managed through minimum floor levels and geotechnical recommendations, considering future climate change impacts. Overall, natural hazard risk is low and will be managed proportionately in accordance with the NPS-NH.

8 ASSESSMENT OF ANTICIPATED AND KNOWN ENVIRONMENTAL EFFECTS

A summary of the anticipated and known environmental effects of the Project in accordance with Schedule 7, clause 7, is discussed below. The Applicants have obtained preliminary assessment from technical experts, which comprise the following:

a. Economic Assessment prepared by Insight Economics Ltd (**Appendix F**);
b. Local Supply and Demand Analysis prepared by Colliers Ltd (**Appendix G**);
c. Landscape and Visual Assessment prepared by Kamo Marsh Ltd (**Appendix M**);
d. Acoustic Assessment prepared by Powell Fenwick Ltd (**Appendix N**);
e. Transport Assessment prepared by Novo Group Ltd (**Appendix O**);
f. Engineering Investigations prepared by Maven Canterbury Ltd (**Appendix E**);
g. Productive Land Assessment prepared by LandVision Ltd (**Appendix P**);
h. Geotechnical Assessment prepared by Babbage Consultants (**Appendix Q**);
i. Ecological Assessment prepared by Aquatic Ecology Ltd (**Appendix I**);
j. Lizard Habitat Assessment prepared by Aquatic Ecology Ltd (**Appendix K**);
k. Preliminary Site Investigation prepared by KPES Ltd (**Appendix J**).

8.1 ECONOMIC EFFECTS

An Economic Report was prepared by Insight Economics, which specifically assessed the Project against the criteria under s22(2)(a) of the FTAA (**Appendix F**). A local supply and demand analysis was provided by Colliers (**Appendix G**). Insight Economics estimates the construction period of the Project to generate 600 FTE-years of employment, $54M in wages and salaries, and $106M GDP. The ongoing function of the Project (once completed) will further sustain 395 onsite FTE (being the equivalent to 415 people), $37M in annual wages and salaries, and $74M in annual GDP.

The Project will provide economic benefits to the Region, both direct and indirect. Such benefits include land supply in the Hornby South and Islington areas, particularly in industrial activities of freight, warehousing, trade that are recognised as having shortfalls. A key matter relating to the Project is the Applicants' desire to bring the stock to market for sale, and providing choice in the market for businesses looking to establish or expand. The Project is designed to address demand relating to general and light industrial occupiers, and reflects the underlying lack of supply of such land.

The Project costs ultimately comprise the loss of rural production land, though the loss of production, noting findings of the NPS-HPL Assessment, are considered negligible by Insight Economics.

Throughout, Insight Economics provides the following conclusion:
In our view, the proposal makes strong, positive contributions to both limbs of the relevant FTAA referral criteria. It would improve the functioning of the industrial land market in a constrained south-west

Christchurch catchment by adding new freehold capacity in a strategically valuable location, and it would deliver significant one-off and ongoing economic benefits to Greater Christchurch. On that basis, we consider the proposal supports a well-functioning urban environment and delivers significant economic benefits for the purposes of the FTAA. Accordingly, we support the proposal on economic grounds.[2]

Based on the expert report from Insight Economics, it is evident that the Project will provide significant economic benefits to the region, comprising one-off benefits during construction and ongoing benefits during operation.

8.2 DESIGN, CHARACTER, AMENITY AND LANDSCAPE EFFECTS

The location of the Project site adjoins existing industrial activities, roading and cycle infrastructure, rural lifestyle areas, and associated activities. The crux of the site is currently used for rural activities, with a small portion to the north already being zoned industrial and pending development. The Project will result in a change in character and amenity of the subject site. With regard to the surrounding environment, the Project will be consistent with land uses to the north and west.

Interface effects between the Project and rural lifestyle sites to the south and east can be mitigated through numerous mechanisms identified in expert reporting. Such mechanisms include activity controls through conditions of consent, design considerations such as landscape buffering, bunds along Springs Road and Marshs Road, access upgrades and servicing.

The industrial development proposes one main corridor through the centre of the Project, with key access points from Marshs and Springs Road. The streetscape enables connection and function between pedestrians, cyclists and heavy vehicles within the development, which integrates into the wider networks, particularly cycle and vehicle networks. Ingress and egress points to the site are setback to reduce conflict with the Springs Road and Marshs Road roundabout, and also provide a practical access point for the existing fuel station in 316 Springs Road.

The overall 'greening' of the layout is evident through extensive streetscape planting, berms, and landscaping of stormwater basins prepared by Kamo Marsh. The Springs Road Basin will provide a positive public viewpoint into the development, achieved through post and rail fencing and landscaping. The overall site layout achieves a balance between function and amenity.

The Project will provide streetlighting through all roading corridors, and will achieve the principles of the Crime Prevention through Environmental Design.

The Project is a logical expansion of the surrounding industrial activities, ensuring consolidated growth that encapsulates an area of land that is spatially defined by perimeter infrastructure of Springs Road

[2] *Page 2, Insight Economics. Economic Assessment of Proposed Industrial Park Development for Fast Track Referral.*

and Marshs Road. Such infrastructure assists with managing adverse effects relating to the rural lifestyle interface, which can be further enhanced through design mechanisms.

Internal amenity and character of the Project will be of a high quality, achieved through native landscape planting, comprising avenue trees and berms, and stormwater attenuation areas. Expert input from Kamo Marsh Ltd (Appendix M) and design considerations will ensure the streetscape and perimeter planting achieves a high level of amenity.

Throughout, the Project will provide suitable scope to manage interface effects and retain an appropriate level of amenity and landscape values in the locality.

8.3 REVERSE SENSITIVITY AND ACOUSTIC EFFECTS

A Design Advice Memorandum was prepared by Powell Fenwick (Appendix N) and considers adverse effects relating to noise under the Christchurch District Plan, the Partially Operative Selwyn District Plan, and Section 16 of the RMA. The Project is located adjacent to Springs Road and State Highway 76 which results in an increased ambient noise level in the surrounding environment.

The Project seeks to achieve industrial activities predominantly comprising warehousing and distribution and are anticipated to comply with the Christchurch District Plan. Powell Fenwick consider the Project to be suitable for the location regarding noise outcomes, and conditions of consent can be provided as part of a Detailed Acoustic Assessment to mitigate any adverse noise effects.

8.4 TRANSPORT EFFECTS

An Integrated Transport Assessment has been prepared by Novo Group Ltd to support the application (Appendix O).

The assessment considers that the proposed site accesses to Springs Road and Marshs Road, subject to detailed traffic capacity modelling, the proposed access arrangements are feasible with no fundamental access-related constraints. The report notes that the proposed internal road provides a practical and functional subdivision layout with the ability to accommodate all transport modes, and the site is well positioned to connect with existing walking and cycling networks.

With regard to wider transport effects, improvements to the existing roundabout and intersection of Springs Road and Halswell Junction Road interchange will be investigated and discussed with relevant agencies as part of a Substantive Application, including any mitigation or upgrade measures required.

8.5 INFRASTRUCTURE AND SERVICING EFFECTS

A Preliminary Infrastructure Report has been prepared by Maven Canterbury Limited, and is attached at Appendix E. The report identifies a pathway for the proposed development to be serviced with regard to three waters.

Onsite stormwater management is proposed, with stormwater to be treated and discharged within the site through dedicated stormwater management areas.

Wastewater and water supply require identified offsite connections and potential network upgrades, the scope and staging of which will be confirmed through network modelling and engagement with the relevant network operators.

Based on the findings of the Preliminary Infrastructure Report, there are technically feasible pathways to achieve servicing to the site, details of which will be confirmed through the substantive application process in consultation with Christchurch City Council, Selwyn District Council and the relevant network operators.

8.6 CONSTRUCTION EFFECTS

Earthworks will be required in order to prepare the site for development, including site scrape, formation of roading and construction of the stormwater management areas. All earthworks will be undertaken in accordance with the geotechnical recommendations and in accordance with best practice erosion and sediment controls, as outlined in the Infrastructure Report (Appendix E). The future built form on each lot will also require earthworks.

All earthworks will be temporary in nature and potential adverse effects can be adequately managed through consent conditions and accordance with best practice controls.

8.7 PRODUCTIVE RURAL LAND EFFECTS

Landvision Ltd has provided a Land Productivity Assessment for the proposed land use change on the Site (Appendix P). The site is mapped as being LUC Class 1 and 2 soils. The assessment outlines the productive capacity of the site, within the context of the NPS-HPL, and confirms the site satisfies the requirements of Clause 3.10. The sites lack scale, have high direct and fixed costs, and alongside the lack of adjoining land, does not make it attractive to increase scale for rural productive activities through amalgamation. Further restrictions are also apparent with regard to controls from the Regional Council on nitrogen leaching. Throughout, Landvision Ltd consider the land to have long term constraints, giving the site low to moderate productive capacity, and not being economically viable for at least 30 years.

In addition, part of the site (290 and 300 Springs Road) is in the Industrial Heavy Zone under the Christchurch District Plan, therefore the NPS-HPL is not applicable to areas zoned for urban development. It is also noted that the Site is not located within an area of Highly Productive Land as per the Draft Canterbury Regional Policy Statement. A high-level assessment of the NPS-HPL, and its applicability to the site, is included in the Planning Assessment at Appendix L.

8.8 NATURAL HAZARD EFFECTS

A Geotechnical Assessment Report has been prepared by Babbage Consultants Ltd (Appendix Q), including a natural hazard assessment. The site is not located in a Flood Assessment Area, however

areas of flooding are identified within the site, primarily in the north-west and south-east corners. Built form will be established in accordance with Council minimum floor levels and the geotechnical recommendations, in order to sufficiently mitigate any risk to people and property from flooding.

8.9 LAND SUITABILITY EFFECTS

The Geotechnical Assessment Report (Appendix Q) addresses the risk of geotechnical hazards and site suitability.

The report determines that the liquefaction risk to the site is low, and there is no historic evidence of liquefaction detected following the Christchurch earthquakes. In addition, the risk of static settlement is considered to be low.

Any built form, earthworks and external areas will be designed in accordance with further geotechnical investigations and geotechnical recommendations.

8.10 ECOLOGICAL EFFECTS

A Preliminary Ecological Survey was undertaken by Aquatic Ecology (Appendix I), and considered vegetation, birds, wetlands, and lizards. The high-level review outlines only one indigenous cabbage tree which is not endangered, with all remaining vegetation being exotic. Three native birds were observed on site, with Oystercatchers being prevalent following the harvest of the rolled turf as indicated by the owners/ operators. No natural inland wetlands were observed by Aquatic Ecology that achieve the definition under NES-F.

Potential lizard habitat was observed on the Site, and additional assessment from Christine McClure (Aquatic Ecology), who is an independent Ecologist / Herpetologist, recommended a future survey of the site, and if such species were found, then approval be sought under the Wildlife Act 1953. Ms McClure's advice is provided in Appendix K.

Aquatic Ecology makes two recommendations to ensure the Project will not impact ecological values in the vicinity, being:

- An assessment of the lizard population, especially in the northern end of the proposed development area, should be conducted by a qualified individual. If threatened lizards are encountered, these should be translocated prior to works.

- Consideration should be given to incorporating native vegetated corridors in the proposed development, to act as flyways between surrounding remnant native forest and wetland areas for native bird species in the vicinity.

Subject to the two matters outlined below, adverse effects can be appropriately managed as a result of the Project.

8.11 CULTURAL EFFECTS

Feedback is sought from Mahaanui Kurataio Limited on behalf of Ngāi Tūāhuriri Rūnanga as part of the pre-notification process, discussed in Section 10 below. Any feedback and recommendations will be considered and reflected in the Project as appropriate.

8.12 GROUNDWATER EFFECTS

The proposed earthworks have the potential to intercept groundwater, which can be appropriately managed through regional consents, construction phase environmental management procedures and conditions of consent.

8.13 POSITIVE EFFECTS

The Project will provide numerous positive effects that are outlined in expert reporting, and comprise employment opportunities for both construction and operation, supports growth and new businesses within the Region, and associated significant economic benefits. The increase in employment opportunities will also provide for social benefits. The location of the site integrates within existing public and active transport modes that provide for connectivity to both Selwyn and Christchurch urban areas. The functional location will have associated environmental effects by enabling employees to service the site through alternative transport modes. The intersection upgrade of Springs Road will also result in transport improvements and a more practical access to the existing fuel station at 316 Springs Road.

The boutique nature of the Project will require design guidelines that ensure buildings will achieve Green Star building code standards as well as have a requirement for solar panels.

8.14 SUMMARY OF EFFECTS

Throughout, the project will provide significant economic benefits through the construction and ongoing operation of the industrial development. Subject to detailed design and input, effects of the Project can be appropriately managed.

9 NOTIFICATION OF THE PROJECT

LandPlay Ltd have provided pre-application notification of the Project to the following relevant local authorities, iwi authorities and administering agencies in accordance with section 11(b) of the FTAA.

- Christchurch City Council;
- Mahaanui Kurataio Limited;
- Canterbury Regional Council (ECan);
- New Zealand Transport Agency Waka Kotahi (NZTA);
- Department of Conservation (DOC).

With regard to consultation requirements as per section 11(a), there are no relevant groups with applications for customary marine title under the Marine and Coastal Area (Takutai Moana) Act 2011 affecting the site, nor is the Project area within or adjacent to the ngā rohe moana o ngā hapū o Ngāti Porou.

In accordance with section 13(ka), a record of notification responses and a summary of how responses have informed the Project is included at Appendix R.

10 SUMMARY AND CONCLUSIONS

The Southwest Industrial Project at Springs Road provides significant benefits to the region, particularly through Policy 1 of the NPS-UD and by supporting economic growth, employment opportunities, and the supply of industrial land within Christchurch. Expert input has demonstrated that the Project has the ability to appropriately manage adverse effects.

Given the demand of freehold industrial sites in this area of the Region, progressing the Project through the FTAA 2024 will ensure the development can be brought forward, and avoid significant time and cost delays through undertaking a Private Plan Change and subsequent resource consents and approvals.

The application meets the applicable eligibility criteria of section 22 and application requirements under section 13 of the FTAA, and therefore can be considered for referral.

APPENDIX A: RECORDS OF TITLE

APPENDIX B: SALE AND PURCHASE AGREEMENTS

APPENDIX C: AGENT STATEMENT OF EXPERIENCE

APPENDIX D: CONCEPT PLAN

APPENDIX E: INFRASTRUCTURE REPORT

APPENDIX F: ECONOMIC ASSESSMENT

APPENDIX G: LOCAL DEMAND AND SUPPLY ANALYSIS

APPENDIX H: COMPLIANCE ASSESSMENT

APPENDIX I: ECOLOGICAL ASSESSMENT

APPENDIX J: DETAILED SITE INVESTIGATION

APPENDIX K: LIZARD HABITAT ASSESSMENT

APPENDIX L: PLANNING ASSESSMENT

APPENDIX M: LANDSCAPE AND VISUAL ASSESSMENT

APPENDIX N: INITIAL ACOUSTIC ASSESSMENT

APPENDIX O: INTEGRATED TRANSPORT ASSESSMENT

APPENDIX P: PRODUCTIVE LAND ASSESSMENT

APPENDIX Q: GEOTECHNICAL ASSESSMENT

APPENDIX R: RECORD OF NOTIFICATION