

Before the Expert Panel

FTAA-2504-1054

Under **Fast-track Approvals Act 2024**

In the matter of an application for approvals in relation to the Ryans Road Industrial Development

By **Carter Group Limited**
Applicant

Supplementary statement of evidence of Jeremy Phillips

18 March

Applicant's solicitor:

J M Appleby | M E Davidson

Anderson Lloyd

Floor 2, The Regent Building 33 Cathedral Square, Christchurch 01

PO Box 13 31, Armagh, Christchurch 14

DX Box WX1 0 9

██████████
██

**anderson
lloyd.**

Supplementary statement of Jeremy Phillips

Introduction

- 1 My full name is Jeremy Goodson Phillips.
- 2 I have been asked by the applicant to prepare this supplementary statement of evidence in response to the material filed on behalf of Airways New Zealand (**Airways**) and Christchurch International Airport Limited (**CIAL**) dated 12 March 2026.
- 3 This statement will address:
 - (a) The Statement of Evidence of John Clifford Kyle, on behalf of CIAL, dated 12 March 2026.
- 4 In addition, my evidence briefly addresses the draft decision issued on 17 March 2026 by the Expert Consenting Panel in relation to the approvals sought under the Fast Track Approvals Act 2024 for the Pound Road Industrial Development (FTAA-2505-1057). Specifically, I address that decision's application of the National Policy Statement on Highly Productive Land (**NPS-HPL**) to the Christchurch District Plan's (**CDP**) Rural Urban Fringe zone.

Code of practice for expert witnesses

- 5 I have prepared this statement of evidence in my capacity as an expert, and I acknowledge that I have read and understand the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023. I have complied with it when preparing this statement of evidence. Other than where I state that I am relying on the evidence of another person, my evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

Mr Kyle's Evidence- Specific Issues

- 6 Mr Kyle asserts that the aviation safety related assessments undertaken to date and associated information provided are insufficient and therefore, in his view, it is *'not plausible to conclude that aviation risks are negligible, or even that they have been adequately identified or addressed'*¹. Mr Kyle's

¹ Evidence of John Kyle, 12 March 2026, paragraph 42.

evidence relies on this proposition, and therefore, his planning conclusions are contingent on the Expert Panel (Panel) rejecting the conclusions reached by the applicant's aviation experts.

- 7 In that sense, our respective planning conclusions turn on the same underlying issue: whether the aviation effects have been appropriately identified and assessed by suitably qualified experts. Where the Panel is satisfied that those assessments are robust, it follows that the planning concerns raised by Mr Kyle do not arise.
- 8 Notwithstanding, my evidence which follows addresses the four issues Mr Kyle claims arise with my evidence.

Claimed Issue 1: Over-reliance on Conditions in Place of a Risk Assessment

- 9 I do not agree with Mr Kyle's characterisation that the proposal relies on conditions "in place of" an aviation risk assessment. The application is supported by multiple aviation assessments by a number of independent and highly qualified and experienced experts that identify potential effects and conclude that those effects are acceptable in aviation risk terms and that the level of assessment carried out is appropriate for a decision-maker in a resource consent process.
- 10 From a planning perspective, the existence of consent conditions does not indicate that effects have not been assessed. Rather, the proposed conditions give effect to and implement the conclusions and recommendations of the aviation experts, in an orthodox manner. They dictate the parameters for development of the site and apply prior to the commencement of construction, and in that sense are clearly proactive, rather than reactive as suggested by Mr Kyle². I understand that conditions requiring further assessment, specifically in relation to aviation safety matters, have been accepted as appropriate in other consenting processes, including for the Takahe Geothermal Project and the Smooth Hill landfill.³
- 11 Conditions 21C and 21D are distinct insofar that they provide for additional risk assessment subsequent to any consent approval. However, it is relevant to note that these conditions:

² See evidence of John Kyle, 12 March 2026, paragraphs 15(a)-(b) and 30.

³ See legal submissions for Carter Group Limited dated 23 February 2026.

- (a) Go beyond what the aviation experts consider to be strictly necessary and their conclusions on the acceptability and significance of effects are not contingent on these conditions.
 - (b) Have been proffered by the Applicant in response to concerns raised by CIAL and Airways.
 - (c) Do not reflect an inadequacy of assessment or an attempt to resolve unidentified or unassessed risks. Rather, they have a specified purpose (21C(e) and 21D(C)) and provide for further engagement with CIAL and Airways to occur, in response to a declined invitation to conference on such matters and their preference for more time to consider or assess the proposal.
- 12 I disagree with Mr Kyle's suggestion that the conditions are "extensive and complex" and that "lengthy and complex conditions are typically indicative of the site or activity being unsuitable in the first instance"⁴ and note that specific concerns supporting these claims are not provided. Mr Kyle does not demonstrate how the length or number of proposed conditions materially differs from conditions imposed on other large or complex developments including on other FTAA approvals.
- 13 In my opinion and based on my experience, the conditions relied on by the experts (i.e. those conditions other than 21C and 21D) are clearly worded, of a conventional format and drafting, and are easily understood.
- 14 Whilst conditions 21C and 21D are more extensive, I reiterate that they are not relied on by the applicant's experts and their length simply reflects the subject matter covered by the conditions. I do not consider the conditions are 'complex', particularly given that they contemplate aviation expert input and do not require the Council to have aviation-related expertise when administering the conditions. Councils have experience in administering conditions in many technical areas where they do not have inhouse expertise.
- 15 Condition 21E provides for the resolution of disputes arising in relation to condition 21D, in clear and defined steps, including through the appointment of an independent person to provide a recommendation to Council, should that be required. The condition was drafted to reflect the Panel's comments at the conference held on 4 March 2026 regarding how any future disagreement between the parties might be addressed. In

⁴ Evidence of John Kyle, 12 March 2026, paragraphs 15(d)-(e).

drafting condition 21E, I was assisted by the conditions for the Takahe Geothermal Project, which similarly set out a process for resolving disagreements between Rotorua Airport and the applicant following the completion of the aeronautical study required post commencement of consent (see conditions 4.6–4.9).⁵

16 I also note that the Council has not identified any concerns to date with the interpretation or administration of consent conditions relating to aviation safety that were originally provided and they would otherwise be afforded the opportunity to provide further comment on more recent conditions issued as part of any draft decision and that process would allow for further refinement on drafting matters with input from Council.

17 In summary:

- (a) The proposed conditions (excluding 21C-E) reflect the applicant's aviation-expert assessments and conclusions, and in my opinion are clear, enforceable and pre-emptive.
- (b) Conditions 21C, D and E are not relied on by the applicant's experts and go 'above and beyond' what is required, providing for further engagement and consideration of matters as set out within the stated purpose of the conditions. They are extensive, but in my view, they are not complex and can be readily administered by Council. The conditions are engaged prior to development commencing, and in practical terms are pre-emptive noting condition 21C is engaged within 6 months of the commencement of consent and prior to any construction occurring and condition 21D is engaged at least 60 working days prior to the construction of any building or structure on the applicable lots.
- (c) The particulars of conditions accompanying any draft decision would be open to further comment by Council, CIAL, Airways and other participants, which provides an opportunity for further refinement and redrafting, if required.
- (d) The conditions are aligned with CAR Part 77 and Civil Aviation Act (**CAAct**) regulatory requirements. Those measures provide a further mechanism to ensure aviation safety.

⁵<https://www.epa.govt.nz/assets/Uploads/Documents/Fast-track-consenting/Taheke-Geothermal/Decision/FTC124-Corrected-Conditions-of-Consent-Clean-25Nov24.pdf>

Claimed Issue 2: Overplaying of the District Plan Framework

- 18 Mr Kyle's evidence downplays the relevance of the Christchurch District Plan (**CDP**) aviation safety provisions in sub-chapter 6.7 on the basis that the proposal is a non-complying activity and of a scale that is not anticipated by the CDP. I disagree. The CDP manages effects on aviation safety through a coherent package of objectives, policies, rules and standards, which give effect to the Canterbury Regional Policy Statement (**CRPS**) and ultimately achieve the purpose of the Resource Management Act 1991 (**RMA**).
- 19 Sub-chapter 6.7 is explicitly clear that the sub-chapter and its objectives, policies, rules and appendices provide for *'the protection of aircraft so they can safely and efficiently approach, land, take-off and depart from airports...'*⁶. Those provisions apply to all activities (including permitted, discretionary, and non-complying activities), are matters that a consent authority *'must... have regard to'* under s104(1)(b) of the RMA and are the primary means by which aviation effects are assessed and controlled alongside the specific CAAct.
- 20 Whilst I agree with Mr Kyle that *"the planning instruments do not expressly anticipate the proposed **activity**"*⁷ (my emphasis added), Mr Kyle fails to consider **the built form** that could occur on the site as a permitted activity without triggering the level of expert scrutiny, bespoke assessment, or consent conditions proposed here in regards to aviation safety matters. The permitted baseline and applicable standards governing permitted activities (and which implement objective 6.7.2.1) are relevant planning considerations (RMA s104(1)(b) and s104(2)). In this regard, it is the effects of the proposed *built form*, rather than the *activity*, that is at issue here.
- 21 In terms of the built form that is permitted on the site under the applicable provisions in the CDP for the Ryans Road site, and except as otherwise limited by the aircraft safety rules in sub-chapter 6.7,⁸ commercial greenhouses, produce packing buildings, milking/dairy sheds, structures associated with irrigation infrastructure, and other farm buildings and horticultural structures could be established up to 12m in height, within 10m of the boundary with Christchurch International Airport. To the extent that

⁶ See CDP 6.7 Introduction, and the sub-chapter's sole objective 6.7.2.1 that *'Aircraft are able to safely and efficiently approach, land, take-off and depart from airports, airfields or helipads'*.

⁷ Evidence of John Kyle, 12 March 2026, paragraph 31.

such buildings or structures would be limited in extent to 2000m² building coverage, this limit does not apply to any greenhouses (defined as ‘a *totally enclosed structure where plants are grown within a controlled environment*’) with or without a solid floor. The basis for this conclusion is set out in **Attachment 1** with reference to the specific rules of relevance.

22 I have identified the following examples of enclosed and controlled plant-growing buildings (i.e. ‘greenhouses’) that are contextually relevant, insofar that they demonstrate that large scale built form could credibly establish on the site and where aviation matters would only be managed by the standards in sub-chapter 6.7 (and CAR Part 77 obligations otherwise):

- (a) Zealandia Horticulture glasshouses of ~50,000m², 301 Radcliffe Road, Christchurch⁹.
- (b) Moffats Flower Company, glasshouses of ~25,000m², 1 Candys Road, Halswell, Christchurch¹⁰.
- (c) Southern Paprika Ltd, glasshouses of ~250,000m², 504 Woodcocks Road, Warkworth¹¹.
- (d) NZ360 Fresh’s 7000m² glasshouse, 64 State Highway 2, Pōkeno, Auckland¹².
- (e) Stacked Farm – 10,000m² enclosed vertical (leafy green and herb) farm, Melbourne Airport (Australia)¹³.
- (f) AeroFarms – 6,500m² vertical farm, Newark, New Jersey (near Newark Liberty International Airport, USA)¹⁴.

23 In my view, the Zealandia, Moffats and Southern Paprika examples noted above are particularly relevant, noting they entail extensive greenhouse buildings, in a Christchurch or New Zealand context. Zealandia and Moffats are also both subject to the same Rural Urban Fringe zoning as the subject site. **Attachment 2** to this evidence indicates the form that this type of

⁹ https://www.growernews.co.nz/news_article.htm?cat=11&news_id=3652

¹⁰ <https://www.moffatts.co.nz/pages/about-moffatts>

¹¹ <https://spl.nz/growing/>

¹² <https://apexgreenhouses.com/project/nz-360-freshs-glasshouse/>

¹³ <https://www.businessnewsaustralia.com/articles/stacked-farm-scales-its-foodie-vision-with--150m--green-energy--vertical-farm-at-melbourne-airport.html>

¹⁴ <https://www.businessinsider.com/inside-aerofarms-the-worlds-largest-vertical-farm-2016-3>

greenhouse development could take on the subject site, in compliance with the District Plan.

- 24 The permitted baseline context set out above is provided to demonstrate the point that the CDP and CRPS planning framework relies on the methods (rules) in sub-chapter 6.7 to manage aviation risk to an acceptable level, from built form of a potentially significant scale in this specific location. Such development would not require any aviation assessment and would not be subject to any further aviation-related regulatory control or constraint under the RMA although there is still the separate CAR Part 77 process. This underscores the importance and relevance of the methods in sub-chapter 6.7 as a basis for ensuring safe and efficient aircraft operation.
- 25 While the proposal is a non-complying activity, I disagree with Mr Kyle's suggestion that this status renders the CDP framework irrelevant. The cascade of objectives and policies in the CRPS and CDP are ultimately implemented by these provisions and this framework cannot simply be dismissed on the basis of activity status alone.
- 26 I draw attention to the discussion in paragraphs 6-8 of my evidence dated 9 March 2026, regarding the relevance of this framework to the project's initial design, the pre-application engagement with and feedback received from CIAL and Airways, and the assessment of effects provided with the application when lodged. Notwithstanding the expert assessments since provided on this subject and the concerns voiced by CIAL and Airways, the substance of that approach to ensuring safe and efficient aircraft operation remains relevant, largely unchanged, and in my view (and that of the aviation experts), appropriate.

Claimed Issue 3: Adopting "acceptable" when directed to "avoid"

- 27 The sub-heading preceding paragraphs 36-40 of Mr Kyle's evidence suggests that the relevant statutory planning provisions "direct" avoidance and at paragraph 40 he asserts that '*stating that the effects of the proposal are "acceptable" is at odds with the directive language within the relevant District Plan policies above...*'. In my opinion, Mr Kyle mischaracterises the relevant provisions, by failing to acknowledge, in a manner consistent with *Port Otago*¹⁵ (which is set out in Appendix 1 to the memorandum of counsel on behalf of the Applicant dated 18 March 2026), that these provisions do not prohibit activities outright through blunt avoidance directives. As discussed in the memorandum of counsel, *Port Otago* emphasised that the

¹⁵ *Port Otago Limited v Environmental Defence Society Incorporated* [2023] NZSC 112.

words accompanying “avoid” are critical to determining the degree of direction and the extent of flexibility conferred on decision makers.

- 28 Given the context above, my evidence below addresses each of the relevant provisions quoted by Mr Kyle, but with my emphasis (underlining) of those words that are critical to interpretation and which clearly show that prohibition is not envisaged.

CRPS policy: 5.3.9 Regionally significant infrastructure (Wider Region)

- 29 Firstly, Mr Kyle incorrectly states that this is an objective. However, it is a policy under the suite of policies in 5.3 of the CRPS.
- 30 Secondly, the policy is not relevant to the application noting the site is within Greater Christchurch, but the policy applies to the "Wider Region"¹⁶ and the introduction to Chapter 5 states:

Within this chapter, the issues, objectives and policies that relate to the Canterbury region inclusive of Greater Christchurch will be notated as 'Entire Region'; those provisions which are not relevant to Greater Christchurch will be notated as 'Wider Region'.

CRPS policy:6.3.5 Integration of land use and infrastructure

- 31 Policy 6.3.5 is concerned with managing the effects of activities that have the potential to limit the efficient and effective operation, maintenance or upgrade of strategic infrastructure. While it refers to "avoiding activities" that is only one way effects can be "managed" within the policy framework. The expert evidence has concluded that the activity will not result in limits to 'efficient and effective operation'. Moreover, I reiterate my evidence above that the CRPS (including this provision) is given effect to by the provisions in sub-chapter 6.7 of the CDP which the proposal fully accords with.

Recovery of Greater Christchurch is to be assisted by the integration of land use development with infrastructure by:

5. Managing the effects of land use activities on infrastructure, including avoiding activities that have the potential to limit the efficient and effective, provision operation, maintenance or upgrade of strategic infrastructure and freight hubs.

¹⁶ "Wider Region" is defined in the CRPS as "Those areas of the Canterbury Region outside of the Greater Christchurch area defined on Map 1 in Chapter 5 — Development of Greater Christchurch."

CDP objective:6.7.2.1 – Safe and efficient aircraft operation

32 This objective does not have any avoidance directive and ultimately requires an evaluation of effects on aircraft safety and efficiency. The expert assessments and the proposal's alignment with the methods in sub-chapter 6.7 that implement this objective, support a finding of consistency.

a. Aircraft are able to safely and efficiently approach, land, take-off and depart from airports, airfields or helipads.

CDP policy: 6.7.2.1.2– Avoidance or mitigation of navigational or operational impediments

33 This policy clearly envisages *mitigation* of effects on safe navigation and control of aircraft, rather than imposing an outright direction to "avoid activities". Further, I note that provisions and rules in plans are read as implementing and giving effect to the relevant objectives and policies in that plan. In my view, that means that the methods in sub-chapter 6.7 must logically be understood as the mechanism through which this policy is implemented. The aviation expert evidence further reinforces that conclusion.

CDP policy: 6.7.2.1.2– Avoidance or mitigation of navigational or operational impediments

a. Avoid or mitigate the potential effects of activities that could interfere with the safe navigation and control of aircraft, including activities that could interfere with visibility or increase the possibility of birdstrike.

34 In summary, the applicant's expert evidence demonstrates that the adverse effects relating to aviation matters (including safe and efficient aircraft operation and navigational or operational concerns) will be avoided outright, or otherwise mitigated to the extent that they are minor or less than minor, and acceptable in aviation terms. As such, the requirements of the objectives and policies quoted by Mr Kyle are achieved and a finding that the effects of the proposal are acceptable is consistent (rather than "at odds with"¹⁷) the relevant statutory planning provisions that his evidence quotes. Such a conclusion is reinforced by the proposal's compliance with the relevant District Plan methods that implement this policy direction and the permitted baseline described above.

¹⁷ Evidence of John Kyle, 12 March 2026, paragraph 40.

Claimed Issue 4: National Policy Statement for Infrastructure

35 In my view, a finding on (and Mr Kyle’s reliance on) the NPS-I is contingent on the aviation safety evidence and whether the development would materially constrain the safe and efficient operation of Christchurch Airport. That question is addressed by the applicant’s aviation experts, and I rely on their evidence and conclusions to conclude that the proposal is consistent with the NPS-I.

Mr Kyle’s Evidence - Thematic Issues

36 Having addressed the specific issues in Mr Kyle’s evidence above, I briefly address thematic issues with his evidence below:

Adequacy of assessment

37 As addressed in response to the specific issues above, Mr Kyle’s planning opinion relies on his assertion that the assessment of aviation matters is inadequate. For example, Mr Kyle states that aviation risks are, or may be, “unidentified”¹⁸, “unquantified”¹⁹ or not “adequately identified or addressed”²⁰. Mr Kyle’s evidence also relies on statements of possibility, such as: “there may be unidentified safety risks and unknown costs”²¹. However, Mr Kyle’s evidence does not demonstrate this or identify any specific aviation safety effect that would arise from the proposal. Specifically, Mr Kyle has not identified (directly or by reference to others) what operational changes would occur, how safety would be affected, or what aviation thresholds or accepted standards would be breached. In the absence of such specifics, I consider Mr Kyle’s evidence fails to provide a substantiated planning assessment of relevant effects and statutory provisions.

38 I rely on the evidence of **Mr McPherson, Mr Bermingham, Mr Hargreaves and Dr Shelley**, as to the level of detail appropriate for this process. Their evidence confirms that the information provided is sufficient and appropriate for the Panel to assess potential aviation safety effects.

¹⁸ Evidence of John Kyle, 12 March 2026, paragraphs 14 and 31.

¹⁹ Evidence of John Kyle, 12 March 2026, paragraph 31.

²⁰ Evidence of John Kyle, 12 March 2026, paragraph 42.

²¹ Evidence of John Kyle, 12 March 2026, paragraph 14.

Aeronautical study vs. desktop assessment

- 39 In my opinion, Mr Kyle's evidence exhibits circular reasoning in relation to aeronautical studies. While he acknowledges that the absence of a full aeronautical study does not, of itself, demonstrate that aviation risks are inadequately addressed²², his conclusions proceed as if it does.
- 40 However, by this reasoning, any proposal in proximity to an airport (of an indeterminate distance) would be unacceptable unless a full aeronautical study is undertaken to the satisfaction of CIAL or Airways, regardless of the effects identified. In my opinion, that outcome is not a feature of any case I am aware of under the RMA and is not supported by evidence in this case, nor is it grounded in the planning framework which entails a coherent package of regional (CRPS) and district (CDP) policy direction and methods that implement this with clarity and certainty at specified distances or heights relative to the airport, as I have described above.

Conflating safety risk with operator inconvenience or cost

- 41 In my opinion, Mr Kyle conflates matters of safety risk with operator inconvenience or cost. As CIAL has previously acknowledged, aviation safety is regulated by the CAA under the CAA Act and the CARs. Consistent with this, the evidence of Mr Grimm and Mr Robertson confirms that any adjustments required to accommodate the proposal (made in accordance with their respective responsibilities under Parts 139 and 171/172 of the Civil Aviation Rules) would be operational in nature. There is no evidence before the Panel to suggest that such operational responses would give rise to significant or disproportionate costs.

NPS-HPL

- 42 I refer to the draft decision of the Panel on the Pound Road Industrial Development released 17 March 2026. Paragraphs 318 -344 address the NPS-HPL, and make a finding on applicability of this to the CDP's Rural Urban Fringe Zone. Given the relevance of this finding to the Ryans Road application (which is also subject to the same Rural Urban Fringe zoning and the same arguments as to applicability of the NPS-HPL), the relevant extract of the decision is set out in full below:

Panel's determination on applicability

337 We must determine whether the NPS-HPL applies to the Site under clauses 1.3(4) and 3.5(7).

²² Evidence of John Kyle, 12 March 2026, paragraph 25.

Clause 3.5(7) requires the NPS-HPL to be applied, in the absence of regional mapping, as if references to highly productive land were references to land zoned GR or RP, or the nearest equivalent zone.

338 Having considered the objectives and policies and implementing provisions of the District Plan, we are satisfied that the RuBP and RuW zones are the only rural zones that are genuinely enabled and anticipated for land-based primary production in a manner consistent with the purpose of the GR and RP zones.

339 By contrast, the RUF zone is directed at managing rural living and peri-urban development. This is reflected in its comparatively small minimum lot sizes, the wide range of non-rural activities anticipated and enabled, and the constraints placed on intensive farming activities. While the rural zones all share the same high-level objective of recognising the importance of land-based primary production within the rural environment, that objective, of itself, does not determine the predominant purpose or intended outcomes of each zone. That is instead, in the absence of purpose statements for the individual zones, revealed through the structure and implementation of the zone-specific rules and subdivision framework.

340 In the case of the RUF zone, those provisions produce planning outcomes that prioritise rural residential, lifestyle, and peri-urban activities. In that context, treating the RUF zone as equivalent to the GR or RP zones would promote the protection of an opportunity for land-based primary production that, as a consequence of the zoning framework itself, is unlikely to be realised.

341 A singular focus on the common objective for the rural zones also ignores the practical constraining realities of the physical characteristics and historical land fragmentation identified by the Applicant to significantly constrain the viability of land-based primary production across the RUF zone.

342 Those constraints are not apparent in the RuBP and RuW zones. For those reasons, we find that the RUF zone is not the nearest equivalent to the GR or RP zones for the purposes of clauses 1.3(4) and 3.5(7).

343 Accordingly, the Site is not highly productive land for the purposes of the interim definition in clause 3.5(7), and the NPS-HPL does not apply to the Application.

344 For completeness, and without prejudice to that finding, were not at the PS-HPL were applicable, the Proposal would be capable of proceeding under clause 3.10. Our more detailed consideration of that provision is set out in Part H: Statutory Documents.

43 Given the relevant circumstances apply to the Ryan Road proposal (and the equivalent reasoning within the AEE in regards to the applicability of the NPS HPL), I consider that the NPS-HPL does not apply to the proposal.

Conclusion

44 For the reasons set out above, I do not consider that Mr Kyle's evidence identifies any planning basis to reject the conclusions reached by the applicant's aviation experts. His concerns are directed primarily towards road access expectations and claimed residual uncertainty, rather than to any identified adverse effect or demonstrable conflict with relevant planning provisions.

45 This further statement reaffirms the conclusions in the assessments and evidence I have provided that and based on the evidence of **Mr McPherson, Mr Birmingham, Mr Hargreaves** and **Dr Sheley** I remain of the view, as expressed in the assessment of effects on the environment of the proposed²³, that any potential effects relate to aviation matters will be acceptable in an aviation safety context and no more than minor.

6 Accordingly, in my opinion, the available is sufficient, reliable technical information before it to identify, evaluate, and weigh aviation safety effects for the purposes of its decision.

Dated 18 March 2026



Jeremy Phillips

²³ AEE, Para 17

Attachment 1: Permitted 'greenhouse' development on the subject site – evaluation of relevant rules in the Christchurch District Plan

- 1 'Farm buildings'²⁴ are a permitted activity in the Rural Urban Fringe Zone (which applies to the subject site) under rule 17.5.1.1 P2.
- 2 Relevant activity standards for rule 17.5.1.1 P2 require that specific types of buildings shall not be located within specified electricity transmission line corridors. These standards do not materially constrain such buildings, noting the required setback from transmission lines along Ryans Road would be achieved by the 15m road boundary building setback noted below.
- 3 Farm buildings permitted under P2, are subject to built form standards under rule 17.5.2. These relevantly permit²⁵:
 - (a) A maximum height of any farm building of 12 metres above ground level²⁶;
 - (b) Buildings that are set back >15m from road boundaries and >10m from internal boundaries²⁷; and,
 - (c) Building coverage of up to 2,000m² on the subject site, except that 'For the purposes of calculating site coverage ... greenhouses²⁸, either with or without a solid floor, shall be excluded'²⁹.
- 4 Farm buildings would not necessarily require resource consent under any transport rules in chapter 7, subject to a compliant vehicle crossing design being provided (per Appendix 7.5.10) and farming activity generating no more than 50 vehicle trips per peak hour or 250 heavy vehicle trips per day (per rule 7.4.3.10). Compliance with these standards and other standards in chapter 7 (for example, if car parking is provided) can be readily achieved through design and layout.

²⁴ Defined in the CDP as: '*a building integral to the primary use of the site for farming. It excludes residential units*'.

²⁵ Built form standards 17.5.2.1 and 17.5.2.7 are not applicable to farm buildings and 17.5.2.8 requires an alternative fire fighting water supply (e.g. tank supply) in accordance with SNZ PAS 4509.

²⁶ Built form standard 17.5.2.2.

²⁷ Built form standards 17.5.2.4 and 17.5.2.5.

²⁸ Defined in the CDP as: '*a totally enclosed structure where plants are grown within a controlled environment*'.

²⁹ Built form standard 17.5.2.6.

- 5 Resource consent under the applicable earthworks rules in sub-chapter 8.9 would not be required, noting the rule exemptions for earthworks that are: for planting, cultivation and cropping, vehicle access tracks, and/or subject to an approved building consent and which occur within the footprint of a building³⁰. Beyond these exemptions, 5,500m³ of earthworks at depths of up to 600mm are also permitted by rule 8.9.1 P1.
- 6 General rules concerning noise, lighting, and waterbody setbacks would apply to any development or activity on the site, but would not notably constrain the built form or scale of farm buildings on the site.
- 7 Aircraft protection rules in sub-chapter 6.7 would apply, and would relevantly impose:
 - (a) protection surfaces (per rules 6.7.4.1 and 6.7.4.4),
 - (b) runway end protection areas (per rule 6.7.4.2, and consistent with designation D1), and
 - (c) birdstrike management area controls (per rule 6.7.4.3).

³⁰ CDP rules 8.9.3(a) (i), (iv), (ix), (xi).

Attachment 2: Permitted 'greenhouse' development on the subject site – illustrative figures



LEGEND

- Site boundary
- - - 10m internal boundary setback
- - - 15m road boundary setback
- ▨ REPA
- Shelterbelt / planting within setbacks
- ▨ Gravel carpark
- ▨ Vehicle track
- ▭ Staff / amenities building
- ▨ Glasshouse (max. 12m high)
- Tanks for closed-loop water management

NOTES

1. Aerial imagery retrieved from ArcGIS Geo Image tool within Vectorworks 2026. Aerial imagery captured in March 2025.
2. Buildings shown are indicative only and:
 - Are 'Greenhouses' (and 'Farm buildings') as defined in the Christchurch District Plan.
 - Shall be 12m maximum height
 - Shall be set back >15m from road boundaries and >10m from internal boundaries
 - Shall be constructed and used in accordance with general rules in chapters 7, 8 and 6 of the District Plan, including subchapter 6.7 especially.
3. See exemplar imagery page for similar developments.



SCALE 1:5000 @ A3

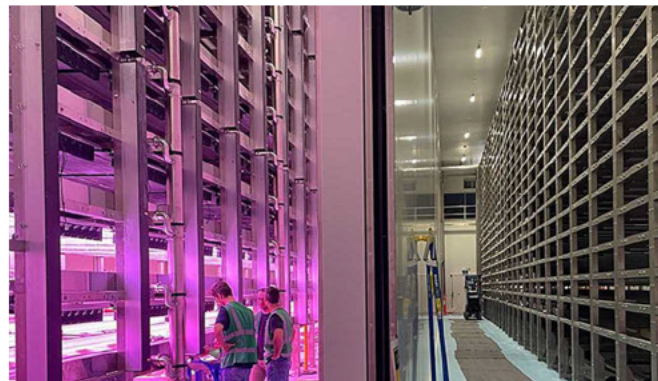
Stacked Farm - 10,000m² facility (38/46 Operations Rd, Melbourne Airport, Australia)



Stacked Farm location (Image from: Google Maps, retrieved on 18/03/26).



Stacked Farm building outside drone view (Image from: Stacked Farm, n.d).



Example of inside buildings, stacked nature of farming (Image from: Stacked Farm, n.d).



Example of scale, form and services of horticultural building (Image from: Stacked Farm, n.d).

Zealandia Horticulture Ltd - ~57,000m² facility (301 Radcliffe Road, Belfast, Christchurch 8051)



Zealandia Horticulture Ltd. location (Image from: Google Maps, retrieved on 18/03/26).



Aerial view of Zealandia Horticulture Ltd glasshouses (Image from: Google Earth, retrieved on 18/03/26).



Example of glasshouse structure (Image from: Polomap, n.d).



Example of products grown in the glasshouses at Zealandia Horticulture Ltd (Image from: Clevedon, n.d).

Southern Paprika Ltd - 26ha of glasshouses (504 Woodcocks Road, Warkworth 0981, Auckland)



Southern Paprika Limited Ltd. location (Image from: Google Maps, retrieved on 18/03/26).



Form and extent of Southern Paprika Ltd's glasshouses and ancillary buildings (Image from: SPL, n.d).



Internal structure and capsicum growing technique (Image from: SPL, n.d).



External structure and form (Image from: SPL, n.d).