

Response ID ANON-URZ4-5FTU-S

Submitted to Fast-track approval applications
Submitted on 2024-05-03 15:57:50

Submitter details

Is this application for section 2a or 2b?

2A

1 Submitter name

Individual or organisation name:
Ngāi Tahu Property Development Holdings

2 Contact person

Contact person name:

s 9(2)(a)

3 What is your job title

Job title:

s 9(2)(a)

4 What is your contact email address?

Email:

s 9(2)(a)

5 What is your phone number?

Phone number:

s 9(2)(a)

6 What is your postal address?

Postal address:

Ngāi Tahu Property, s 9(2)(a) Christchurch, New Zealand

7 Is your address for service different from your postal address?

No

Organisation:

Contact person:

Phone number:

Email address:

Job title:

Please enter your service address:

Section 1: Project location

Site address or location

Add the address or describe the location:

The property is situated on the s 9(2)(b)(ii)

s 9(2)(b)(ii)

Canterbury
7676
New Zealand

Site/Location

The subject site relates to an approximately 61.4 hectares parcel of land on the western side of s 9(2)(b)(ii)

The land is currently zoned for rural purposes (Rural Urban Fringe).

s 9(2)(b)(ii)

See Figure 1 (Location Plan) and Figure 2 (Proposed Site Plan (noting this figure includes the wider 61.4 hectare area)).

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NTP - Figure 3 v1 (002).pdf was uploaded

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

Yes

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NTP - Records of title - agreements held and subject to discussion.pdf was uploaded

Who are the registered legal land owner(s)?

Please write your answer here:

Agreements held:

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

Detail the nature of the applicant's legal interest (if any) in the land on which the project will occur

Please write your answer here:

s 9(2)(b)(ii)

s 9(2)(b)(ii)

Section 2: Project details

What is the project name?

Please write your answer here:

Pound Road Industrial Development

What is the project summary?

Please write your answer here:

To provide for a regionally significant industrial development of at least s 9(2)(b)(ii) of Rural Urban Fringe zoned land in the south-west of Christchurch.

The s 9(2)(b)(ii) (in relation to which agreements are already held) will provide approximately s 9(2)(b)(ii), ranging in size from s 9(2)(b)(ii)

s 9(2)(b)(ii)

Development of the full site would result in approximately s 9(2)(b)(ii)

What are the project details?

Please write your answer here:

Purpose: The purpose of this project is to develop a regionally significant industrial zone that meets the specific demands for industrial land in the locality defined as 'Hornby South/Islington'.

Objectives: The objectives include:

- Providing additional industrial land supply to meet growing demands for general industrial land in this location.
- Creating job opportunities and stimulating economic growth.
- Ensuring compatibility with the existing industrial zone **§ 9(2)(b)(ii)** located on the adjacent side of Pound Road.

Activities: The project activities primarily involve subdivision and land development to create the specified industrial sites and associated infrastructure development, including roads, utilities, and other necessary facilities. This would facilitate subsequent development activity, including the construction of industrial buildings and facilities and the implementation of landscaping and environmental management measures.

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

Please write your answer here:

Authorisations are being sought in relation to the entire proposal (with the final area being that for which agreements have been entered (or are likely to be entered) at the time actual applications are made).

Assuming full development, development will commence as soon as possible with four stages then being proposed (over an approximately four year period) to meet demand.

Staging is discussed further below.

The development of **§ 9(2)(b)(ii)** is not dependent on further agreements in relation to other land being reached.

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

Please write your answer here:

Resource Management Act 1991 – resource consent:

- o Christchurch City Council land use and subdivision consent (and/or plan change)
- o Canterbury Regional Council discharge consents with respect to stormwater discharge, and potentially bulk earthworks / earthworks over the aquifer.

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

Please write your answer here:

- Christchurch City Council
- Canterbury Regional Council

What applications have you already made for approvals on the same or a similar project?

Please write your answer here:

No other applications (or decisions) for a resource consent have been made in relation to the project.

Is approval required for the project by someone other than the applicant?

Yes

Please explain your answer here:

Approvals would also be required from Christchurch City Council in regards infrastructure connections.

Other landowners have been addressed elsewhere.

If the approval(s) are granted, when do you anticipate construction activities will begin, and be completed?

Please write your answer here:

Development is proposed to occur across four stages (the exact form and location of each stage will be the subject of an assessment of demand at the relevant time).

The applicant is able to access funds to undertake the project.

The applicant wishes to commence the project immediately. The completion of the **§ 9(2)(b)(ii)** would then occur over an approximately **§ 9(2)(b)(i)** timeframe.

(absent a fast track approval, the applicant estimates that construction could commence until approximately **§ 9(2)(b)(ii)** of plan changes/consents and a further **§ 9(2)(b)(ii)** of finalising procurement and planning construction being required)

Section 3: Consultation

Who are the persons affected by the project?

Please write your answer here:

Persons likely to be affected by the project include:

- Christchurch City Council (as the relevant local authority)
- Canterbury Regional Council

Detail all consultation undertaken with the persons referred to above. Include a statement explaining how engagement has informed the project.

Please write your answer here:

Consultation with the persons referred to above is detailed as follows:

- Christchurch City Council – consultation and engagement has occurred with the City Council through pre-application consultation in December 2023 with respect to a potential plan change. Discussion centred around the proposal and how it relates to the NPS-UD, including business land capacity and providing for a well-functioning urban environment, as well as the NPS-HPL.

§ 9(2)(b)(ii)

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Describe any processes already undertaken under the Public Works Act 1981 in relation to the land or any part of the land on which the project will occur:

Please write your answer here:

Not applicable.

Section 4: Iwi authorities and Treaty settlements

What treaty settlements apply to the geographical location of the project?

Please write your answer here:

The Ngāi Tahu Claims Settlement Act 1998 applies to the geographical region within which the project is located. However, there are no statutory acknowledgement areas relevant to, or affected by this project. The Act is aimed at redressing historical grievances of the Ngāi Tahu iwi against the Crown. In summary, its key principles and provisions include:

1. Apology: The Act includes an apology from the Crown to Ngāi Tahu for historical breaches of the Treaty of Waitangi and for other injustices suffered by Ngāi Tahu.
2. Redress: Ngāi Tahu received financial and non-financial redress as compensation for past grievances. This includes monetary settlements, the transfer of Crown-owned land, and the establishment of cultural, environmental, and economic initiatives to benefit Ngāi Tahu.
3. Cultural Redress: The Act recognizes Ngāi Tahu's cultural, spiritual, and historical connection to certain areas of land and natural resources. It provides for the return of specific culturally significant sites and the protection of customary rights.
4. Governance: The Act establishes mechanisms for the representation and participation of Ngāi Tahu in the management of natural resources, conservation areas, and other matters affecting the iwi's interests. This includes the creation of entities such as Te Rūnanga o Ngāi Tahu to oversee the iwi's affairs.
5. Co-Management: It promotes co-management arrangements between Ngāi Tahu and government agencies for the management of conservation lands, fisheries, and other natural resources within Ngāi Tahu's traditional territory.
6. Settlement Process: The Act outlines the process for negotiating and implementing the settlement, including mechanisms for dispute resolution and the establishment of a historical account of Ngāi Tahu's grievances.
7. Future Relations: The Act aims to establish a framework for ongoing cooperation and partnership between Ngāi Tahu and the Crown, recognizing the importance of building a positive relationship based on mutual respect and understanding.

Ngāi Tahu Property, as the applicant, will engage Mana Whenua to provide guidance throughout the rezoning process and in the future design and construction of the proposed development, embedding cultural expression and narrative to leave enduring cultural markers beyond the period of development.

Are there any Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019 principles or provisions that are relevant to the project?

No

If yes, what are they?:

Are there any identified parcels of Māori land within the project area, marae, and identified wāhi tapu?

No

If yes, what are they?:

Is the project proposed on any land returned under a Treaty settlement or any identified Māori land described in the ineligibility criteria?

No

Has the applicant has secured the relevant landowners' consent?

Yes

Is the project proposed in any customary marine title area, protected customary rights area, or aquaculture settlement area declared under s 12 of the Māori Commercial Aquaculture Claims Settlement Act 2004 or identified within an individual iwi settlement?

No

If yes, what are they?:

Has there been an assessment of any effects of the activity on the exercise of a protected customary right?

No

If yes, please explain:

Upload your assessment if necessary:

No file uploaded

Section 5: Adverse effects

What are the anticipated and known adverse effects of the project on the environment?

Please describe:

Infrastructure: The site is well serviced with no significant additional infrastructure upgrades required. Initial investigations have determined the existing services have sufficient capacity to support the proposed development (see the attached letter (Davie Lovell-Smith, 1 May 2024)). Wastewater and sewerage can be managed (subject to suitable consideration of flows); stormwater can be managed via on-site infiltration to ground and/or discharge to the CCC network. Power and communications infrastructure is already readily available in this locality.

Natural hazards and contaminated land: Any adverse effects associated with natural hazards and/or contaminated land (namely potential soil contamination) can be adequately avoided or mitigated. The land is not susceptible to any significant flood hazard risks (including coastal or climate induced flood hazards) and has good geotechnical characteristics. The site is registered on the Environment Canterbury Listed Land Use Register ('LLUR') as having previous HAIL activities, including 'A10- Persistent pesticide bulk storage or use', and A17 - Storage tanks or drums for fuel, chemicals or liquid waste'. Any adverse effects associated with contaminated soils can be adequately mitigated or avoided through appropriate site remediation and/or management during development works.

Transport: The surrounding road network is considered to have sufficient capacity to cater for the development, as does the nearby strategic network of Main South Road/State Highway 1 and West Coast Road/State Highway 73. Therefore, no upgrades to the existing road network are likely to be required for the project and in summary the project can be readily accommodated by the surrounding road network and no adverse effects of significance are anticipated.

Landscape and visual effects and amenity values: Any adverse effects associated with visual and landscape effects can be adequately avoided or mitigated and there are no significant landscape values on the site or nearby warranting particular management. Effects on the amenity values of the **s 9(2)(b)(ii)** can be mitigated through the provision of landscaping and/or building setbacks on this boundary. Effects on broader amenity values are similarly considered to be less than minor and consistent with the wider locality and the established industrial zone.

Urban design and urban form: The project is considered to provide an appropriate standard of urban design and urban form and deliver a well-functioning urban environment as sought by the NPS-UD. In particular, the proposal will:

a. Have or enable a variety of sites that are suitable for different business sectors generally and will specifically cater for the location specific requirements of the site and proximity to transport corridors (State Highway 1, State Highway 73 and Christchurch International Airport).

- b. Provide good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport noting the excellent connectivity and accessibility of the site to the local and strategic transport network including State Highway 1, State Highway 73 and its connections to Greater Christchurch.
- c. Support the competitive operation of land and development markets by adding greater competition to the Greater Christchurch and localised industrial land market.
- d. Achieve resilience to the likely current and future effects of climate change through: the site's distance from coastal and low lying areas susceptible to sea level rise and storm surges; the land's resilience to heavy rainfall events/frequency, and the potential for building and landscape design to address increased mean temperatures or amplification of heat extremes. In a Greater Christchurch context, the site has considerable advantages over greenfield or intensification growth in flood prone coastal and low lying areas.

Ecological effects: Any adverse ecological effects can be adequately avoided or mitigated, noting there are no features of significant ecological or natural value on the subject land.

Reverse sensitivity: The project does not provide for noise sensitive or other sensitive activities, the project will be compatible with the established industrial businesses and rural activities in the immediate area. There are no residential zones in the vicinity of the site. No reverse sensitivity effects are anticipated.

Loss of agricultural production: The site is currently zoned Rural Urban Fringe within the Operative District Plan and under the land use capability classifications the land includes class 2 soils. Whilst the proposal will result in some loss of versatile soil, this is considered to be acceptable given the relative importance of providing sufficient business land to meet the 'locality and market' specific demands of the South Hornby/Islington locality of Christchurch.

Economic effects: Economic benefits will arise in the form of additional employment, income and expenditure generated by the proposal, including increased economies of scale, increased competition, and reduced unemployment and underemployment. The project will also increase competition and choice in industrial land markets in a manner that is strongly and directly consistent with the National Policy Statement on Urban Development. No significant economic costs (adverse effects) are anticipated to arise.

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Section 6: National policy statements and national environmental standards

What is the general assessment of the project in relation to any relevant national policy statement (including the New Zealand Coastal Policy Statement) and national environmental standard?

Please write your answer here:

National Policy Statement for Highly Productive Land

The subject land has LUC Class 2 soils (highly productive land or 'HPL') and therefore the National Policy Statement for Highly Productive Land (NPSHPL) is potentially relevant.

The proposal is consistent with the NPSHPL and clause 3.6 concerning the urban rezoning of land, on the basis that:

1. The rezoning is required to provide sufficient development capacity to meet specific demands for industrial land adjoining within the south-west locality of Christchurch;
2. There are no reasonably practicable and feasible options within the same locality and market (i.e south-west locality) that achieve a well-functioning urban environment and are on less productive land; and
3. The benefits of rezoning outweigh the costs, noting the land has limited scope for productive use.

National Policy Statement on Urban Development 2020

The National Policy Statement on Urban Development 2020 (NPS-UD) is also of particular relevance and the project strongly aligns with this.

The development area is part of the Greater Christchurch urban area and "urban environment" and it is clear that the proposal to provide for up to 500 lots will 'add significantly to development capacity' for the Christchurch District. The NPS-UD provides a clear and intentional shift on how urban development around New Zealand is dealt with. While there is still some uncertainty in Canterbury around how this applies against the Regional Policy Statement which has not yet been updated to reflect the shift reflected in the NPS-UD, the directions in the NPS-UD are clear and are directly promoted by this project, as detailed below.

Objective 1 focuses on creating well-functioning urban environments to support social, economic, and cultural wellbeing, as well as health and safety. The project supports this objective by delivering a well-functioning urban environment through the provision of additional industrial capacity, which enhances industrial supply and choice in this locality, thereby supporting economic wellbeing.

Objective 2 seeks to improve industrial affordability by fostering competitive land and development markets. The project addresses constraints in the industrial land supply market, increases supply and competition, and contributes to industrial affordability in the South Hornby/Islington locality and for Greater Christchurch generally.

Objective 3 aims to enable more businesses to operate in areas with employment opportunities, good transport links, and high industrial demand. The

project strongly supports this, insofar as providing for industrial growth alongside an existing industrial zone (employment centre). This area of the city is the premium logistics warehouse location due to its strategic position with connectivity to State Highway 1 and 73, rail arterials north and south, proximity to Christchurch City and Christchurch International Airport.

Objective 4 emphasises that urban environments should evolve over time to meet the changing needs of communities. The project is seen as a response to evolving needs, consistent with this objective.

Objective 6 seeks decisions to be integrated with infrastructure planning and funding, strategic over the medium to long term, and responsive to proposals supplying significant development capacity. The project meets these criteria, despite potential tension between responsiveness and strategic planning.

Objective 8 emphasizes the importance of urban environments supporting reductions in greenhouse gas emissions and being resilient to climate change. The project supports this through its proximity to an existing industrial zone and associated transport efficiencies with proximity to State Highway 1. The subject site is otherwise resilient to climate change effects, such as sea-level rise and increased rainfall.

Additionally, the NPS-UD policies further support the project and its alignment with the objectives, particularly in terms of providing additional business options, ensuring accessibility, promoting competition in land markets, and addressing climate change resilience. In regard to development capacity, the project will deliver additional capacity in the short, medium and long term for freehold land in this locality.

Overall, the project contributes positively to well-functioning urban environments and addresses key objectives and policies outlined in the NPS-UD.

Other policy documents

Given the particulars of the land and the project, the following NPS are not relevant: the New Zealand Coastal Policy Statement, NPS for Renewable Electricity Generation 2011, the NPS for Electricity Transmission 2008, and the NPS for Greenhouse Gases from Industrial Process Heat 2023.

No practices or effects are anticipated that would be inconsistent with the NPS for Freshwater Management 2020 or the NPS for Indigenous Biodiversity 2023

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Section 7: Eligibility

Will access to the fast-track process enable the project to be processed in a more timely and cost-efficient way than under normal processes?

Yes

Please explain your answer here:

Fast tracking this project would enable planning and consenting to commence immediately.

If this project is unsuccessful in obtaining fast track approval, the timing of the commencement is less certain and construction is unlikely to occur until circa **s 9(2)(b)(ii)** following the conclusion of the Canterbury Regional Policy Statement (CRPS) review and appeals, subsequent district plan processes to rezone the land, and subdivision consent applications, followed by procurement and finalising construction. This would mean that titles for stage 1 would not issue until approximately **s 9(2)(b)(ii)**

Slow speed, high cost and uncertainty associated with these conventional planning processes is a significant deterrent to investors, has opportunity costs (from not enabling development and business activity in the interim) and in some way or another has continued to the current shortage of freehold industrial land in this locality. The applicant needs more certainty at an earlier stage than the other processes can offer in order to be able to make certain decisions and investments in relation to the project.

In addition, Fast-tracking this project under the Fast Track Approvals Bill 2024 would bring several specific benefits:

1. Accelerated Commencement: Fast-tracking would enable the project to commence in **s 9(2)(b)(ii)** Without fast-tracking, the project is unlikely to start until around **s 9(2)(b)(ii)** due to the time-consuming conventional planning processes.
2. Investor Attraction: The slow speed, high cost, and uncertainty associated with conventional planning processes can deter investors. Fast-tracking provides more certainty at an earlier stage, making the project more attractive to investors.
3. Opportunity Cost Reduction: Fast-tracking reduces opportunity costs associated with delays. Enabling development and business activity sooner, captures opportunities that would otherwise be lost or delayed whilst awaiting the conclusion of lengthy planning processes.
4. Addressing Industrial Land Shortage: The project directly addresses the current shortage of freehold industrial land in the locality, recognising that whilst there is vacant land, this is either not available for sale or being held for further development expansion. Fast-tracking would allow this issue to be addressed more quickly.
5. Economic Growth and Job Creation: The project will stimulate economic growth and create jobs, both during construction and through subsequent establishment of business activity. Fast-tracking would bring these benefits to the community sooner.

In summary, fast-tracking this project would accelerate its benefits, attract investors, reduce opportunity costs, address industrial land shortage, and stimulate economic development and job creation.

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

Please write your answer here:

Referring this project will not negatively impact on the efficient operation of the fast-track process for the following reasons:

1. Project Alignment with Bill's Purpose: The project aligns well with the purpose of the Bill, which is to facilitate the delivery of infrastructure and development projects with significant regional or national benefits. This alignment means that the project is exactly the type of initiative the fast-track process was designed to handle.
2. Clear Objectives and Scope: The project's objectives are well-defined: deliver approximately s 9(2)(b)(ii) industrial lots that are well connected to and supportive of industry in this locality of South Hornby/Islington. Clarity in project scope ensures that decision-makers can assess its merits efficiently without unnecessary delays.
3. Efficient use of Resources: By fast-tracking a project that is ready to commence and has clear regional benefits, the decision-making body can focus its resources on projects that are ready to proceed, rather than spending time on projects that are not yet ready or do not align with the Bill's purpose.
4. Maintaining Momentum: Fast-tracking this project could help maintain the momentum of the fast-track process, demonstrating its effectiveness and reinforcing its purpose. This could boost the confidence of stakeholders in the process, leading to its more widespread adoption and ultimately improving its efficiency.

Has the project been identified as a priority project in a:

Local government plan or strategy

Please explain your answer here:

Greater Christchurch Spatial Plan: As is addressed later in this application, the project aligns with the Greater Christchurch Spatial Plan (adopted in March 2024 by all Partner Councils, including Christchurch City Council and Environment Canterbury), insofar that this area of land is adjacent to an 'existing urban area' and within the indicative green belt.

Will the project deliver regionally or nationally significant infrastructure?

Regional significant infrastructure

Please explain your answer here:

The project, located adjacent an existing industrial zone in close proximity to State Highway 1, State Highway 73, rail arterials and Christchurch International Airport is poised to deliver infrastructure of significant regional importance in several ways:

1. Industrial Land Development: The project addresses a critical need for freehold industrial land in this locality of South Hornby/Islington. The applicant has received detailed market demand analysis from Colliers (in November 2023). Based on that advice, it appears at least s 9(2)(b) of the potentially available land in the locality is only available on a restricted basis s 9(2)(b)(ii). This restricted supply has resulted in excessive land value escalation over the past two years s 9(2)(b)(ii). The project will therefore increase capacity and facilitate the growth of industries that are vital to the region and the nation.
2. Economic Impact: The project is expected to stimulate economic growth and create jobs, both during construction and through the subsequent establishment of business activity. This aligns with the national goal of economic development and job creation.
3. Specialised infrastructure: The project will develop infrastructure that caters to highly specialised sectors, particularly logistics, recognising that the area is the premium logistics warehouse location due to its strategic location.
4. Freight and Warehousing: The project will provide for future industrial land use for freight and warehousing, sectors that are essential for the movement of goods at a regional and national level.

Will the project:

contribute to a well-functioning urban environment

Please explain your answer here:

The project will contribute to a well-functioning urban environment in the following ways:

1. Variety of sites for different business sectors: The project provides a variety of site sizes s 9(2)(b)(ii) suitable for different business sectors, particularly those related to logistics warehouse, which will be available for freehold tenure. The locality of the subject site and availability of different site sizes cater to the specific needs of these sectors.
2. Good Accessibility: The high degree of connectivity of the site to both State Highway 1 (Main South Road) and 73 (West Coast Road), rail arterials, and

proximity to Christchurch City and Christchurch International Airport ensures good accessibility between housing, jobs, retail and community.

3. Supporting Competitive Operation of Land and Development Markets: By addressing the shortage of freehold industrial land in the locality, the project supports the competitive operation of land and development markets. It also limits adverse impacts by providing more certainty for investors and preventing supply distortion and infrastructure inefficiencies.

4. Supporting Reductions in Greenhouse Gas Emissions: Enabling consolidated industrial development by the establishment of a new zone adjacent to an existing zone that is well connected to strategic transport corridors, supports transport efficiency and reduced transport related emissions (When compared to a new zone being proposed in a different part of Greater Christchurch). The project will otherwise reduce both embodied and operational greenhouse gas emissions through subdivision design measures (low impact design) and initiatives promoting energy efficient and low-carbon site development.

5. Resilience to climate change: The subject land is resilient, insofar that it is not affected by coastal or other surface flooding risks that may escalate over time due to climate change.

Will the project deliver significant economic benefits?

Yes

Please explain your answer here:

The project delivers regionally significant economic benefits in the following ways:

1. Increased Business Land Supply: The creation of s 9(2)(b)(ii) freehold industrial lots directly contributes to increasing business land supply, recognising that in reality there is less than s 9(2)(b)(ii) industrial land supply in this locality. More available business land attracts new businesses, stimulates economies and generates economic activity.

Advice received from Colliers in November 2023 advises that:

"The most preferred suburban industrial area in Greater Christchurch is Hornby South and the adjacent Islington. This area of the city is the premium logistics warehouse location due to its strategic position adjacent to the major road and rail arterials both north and south, and also proximity to Christchurch City and Christchurch International Airport"

This project is a critical part if meeting this demand.

2. Projected growth: Providing s 9(2)(b)(ii) industrial lots will provides space for businesses to operate. These centres attract investment, create jobs, and contribute to the local economy.

3. Economic and Functional Reasons: There are economic and functional reasons for specialist industrial activities associated with logistics and warehousing to be located near key strategic infrastructure and the Airport. These activities require proximity to the strategic road and rail network, and the airport such that they will not locate in the city or other areas away from strategic networks.

4. Transport Servicing: A high level of transport servicing exists that could support the expanded area, including the strategic road network, railway arterials and International Airport.

5. NPS-UD Capacity Considerations: The NPS-UD requires careful consideration of the demand for different types and locations of business land, providing for choices that will meet the needs of people and communities and future generations for a range of working environments and places to locate businesses. This proposal specifically responds to a particular demand for a location of business land.

6. Avoiding Adverse Impacts: An oversupply of industrial land can lead to dispersal of industrial activity, supply distortion, and infrastructure inefficiencies. Based on initial industrial land market review (as advised to the applicant by Colliers), there is limited remaining land supply in Christchurch, particularly within the Hornby South/Islington location that is available for immediate development that is free of s 9(2)(b)(ii) The proposed approach, to provide freehold industrial land, does not result in these adverse impacts, given the market and demands that the land will provide for.

Given these factors and the inevitable need for freehold industrial land use in this area over the medium and long-term, the proposed project has the potential to deliver significant economic benefits by fostering industrial growth and meeting the related demands for business land in this location.

Will the project support primary industries, including aquaculture?

No

Please explain your answer here:

Will the project support development of natural resources, including minerals and petroleum?

No

Please explain your answer here:

Will the project support climate change mitigation, including the reduction or removal of greenhouse gas emissions?

Yes

Please explain your answer here:

The project supports climate change mitigation through its distance from coastal and low lying areas susceptible to sea-level rise and storm surges and its resilience to heavy rainfall events/frequency.

The project will seek to reduce both embodied and operational greenhouse gas emissions. This will be achieved in a number of ways including:

- Achieving a high degree of connectivity and accessibility, by way of proximity and connections to the strategic roading network and the local road network. This connectivity (and the design of roading to accommodate buses if required) provides the potential for servicing by public transport and otherwise minimises commuter travel.
- Minimising paved areas in the development as much as possible.
- Planting trees and shrubs as part of the development (i.e. enabling carbon sequestration through biological processes).
- Encouraging energy efficient building design, the use of low carbon materials during the building phase (for example through encouraging greater use of timber) and the uptake of solar on buildings through the design of buildings as 'solar ready'.

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

Yes

Please explain your answer here:

The project site strongly supports resilience from natural hazards. The land is not susceptible to sea-level rise, storm surges or significant flooding risks and is not subject to any other notable natural hazards. A preliminary geotechnical investigation of the land has assessed it as TC1 (Technical Category 1) indicating that: the land is generally suitable for development and future land damage from liquefaction is unlikely.

Will the project address significant environmental issues?

Yes

Please explain your answer here:

There are no significant environment issues applicable to the project.

There are no significant or sensitive natural resources or features on the subject land. The site is adjacent an existing industrial zone, is well connected to the strategic transport network and the proposed subdivision will have a compact and linear urban form to integrate with surrounding land use and roading patterns. The project is a logical form and location for urban development.

Is the project consistent with local or regional planning documents, including spatial strategies?

Yes

Please explain your answer here:

The project is consistent with the Greater Christchurch Spatial Plan that was adopted in March 2024 by all Partner Councils (Christchurch City Council, Selwyn District Council, Waimakariri District Council and Environment Canterbury). Specifically, the project site is partly identified in the Spatial Plan as an existing 'urban area' (grey shaded area in Figure 3 attached to the site address and location section) and the balance is a logical extension of this urban area out to adjacent roads and boundaries and within the indicative green belt (green dashed arrow in Figure 3 attached).

The project is also consistent with the Spatial Plan's direction regarding "Growth in appropriate places" insofar that it does not conflict with any sites and areas of significance to Māori, notable environmental areas and features, and strategic infrastructure or any identified areas to avoid or mitigate (being areas vulnerable to a high risk of flooding; areas vulnerable to a medium or high risk of coastal inundation, coastal erosion and tsunami inundation; and areas at risk from rockfall, cliff collapse, mass movement and fault lines).

To the extent that the land is subject to Christchurch Groundwater Protection Zone 1 this can be appropriately managed, in the same manner as other established and new areas of industrial development within the western parts of Christchurch. With respect to the presence of highly productive soils, recognising the proposal will result in the loss of class 2 soils, the urban rezoning is required to provide sufficient development capacity, and there are no other reasonably practicable and feasible options for providing that capacity within the same locality and market whilst achieving a well-functioning urban environment. Thus the 'locality and market' attributes warrant its prioritisation for business use.

Anything else?

Please write your answer here:

Does the project includes an activity which would make it ineligible?

No

If yes, please explain:

Section 8: Climate change and natural hazards

Will the project be affected by climate change and natural hazards?

No

If yes, please explain:

The site is resilient to the likely current and future effects of climate change accounting for its distance from coastal and low-lying areas susceptible to sea-level rise and storm surges and the technical assessments undertaken to date confirming the land's resilience to heavy rainfall events/frequency.

The project site is not subject to any notable natural hazards. A geotechnical assessment of the land has assessed it as TC1 (Technical Category 1) indicating that: the land is generally suitable for industrial development, future land damage from liquefaction is unlikely.

Section 9: Track record

Please add a summary of all compliance and/or enforcement actions taken against the applicant by any entity with enforcement powers under the Acts referred to in the Bill, and the outcome of those actions.

Please write your answer here:

N/A - There have been no compliance and/or enforcement actions taken against the applicant by any entity with enforcement powers under the Acts referred to in the Bill.

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Declaration

Do you acknowledge your submission will be published on environment.govt.nz if required

Yes

By typing your name in the field below you are electronically signing this application form and certifying the information given in this application is true and correct.

Please write your name here:

s 9(2)(a)

Important notes