

under: the Fast-track Approvals Act 2024

in the matter of: an application by Carter Group Limited in relation to
the Ryans Road Industrial Development

Memorandum of counsel for Carter Group Limited regarding
amendments and additional information

Dated: 15 August 2025

Reference: J M Appleyard (jo.appleyard@chapmantripp.com)
M E Davidson (meg.davidson@chapmantripp.com)

chapmantripp.com
T +64 3 353 4130
F +64 4 472 7111

PO Box 2510
Christchurch 8140
New Zealand

Auckland
Wellington
Christchurch



MEMORANDUM OF COUNSEL FOR CARTER GROUP LIMITED
REGARDING **AMENDMENTS AND** ADDITIONAL INFORMATION

May it please the Expert Panel:

- 1 This memorandum is provided on behalf of Carter Group Limited (*Carter Group* or *Applicant*) in response to Minute 1 of the Expert Panel (*Minute*) regarding the application under the Fast-track Approvals Act 2024 (*FTAA* or *Act*) for the Ryans Road Industrial Development (*Application*).
- 2 The Minute informs all parties that the Applicant intends to provide additional information and amended plans resulting from consultation with Canterbury Regional Council (*ECan*), Christchurch City Council (*CCC*) and the Department of Conservation (*DOC*).
- 3 The Minute states that the relevant documentation will be provided to the Environmental Protection Authority (*EPA*) by 15 August 2025 and will be made available to all parties online via the fast-track website.
- 4 In addition, we note that several of the proposed changes are the result of discussions with Christchurch International Airport Limited (*CIAL*), and as recommended by L+R Airport Consulting, who have been engaged by the Applicant to prepare a specialist report following consultation with CIAL.
- 5 The additional information and amended plans were discussed in detail at the Project Overview Conference on 14 August 2025, where the Applicant addressed queries from the Panel, and provided further clarification regarding the proposed amendments.
- 6 The following reports and amended plans have now been provided to the EPA for circulation:
 - (a) Revised and additional engineering plans;
 - (b) Draft Water Supply and Wastewater Servicing Report prepared by CCC. We emphasise that this report is provided in draft form but confirm that the Applicant and the **Applicant's** stormwater engineer have reviewed it and there is general agreement with the conditions proposed.
 - (c) Updated assessment of groundwater effects;
 - (d) Landscape boundary treatment supplementary information showing amendments to the Application;

- (e) Updated Lizard Management Plan;
 - (f) Aeronautical assessment prepared by L+R Airport Consulting;
 - (g) Further update from Orion confirming that there is 2 MVA of capacity available in the local network to service the site; and
 - (h) An updated set of draft conditions, with placeholders for conditions identified through consultation and as described in the reports.
- 7 To assist the Panel and the parties invited to comment, summary memoranda have been prepared outlining the key changes made. These summaries are attached to this memorandum as appendices, as follows:
- 7.1 Appendix 1: Engineering Design (summarising amended and additional plans provided (Capture Land Development))
 - 7.2 Appendix 2: Stormwater (PDP)
 - 7.3 Appendix 3: Landscape and urban design memorandum (including tree species and building heights) (DCM Urban Design)
 - 7.4 Appendix 4: Ecology (PDP)
 - 7.5 Appendix 5: Transport (Novo Group)
 - 7.6 Appendix 6: Airport safety (Novo Group)
- 8 With regard to the updated assessment of groundwater effects, the following summary has been provided:

It was noted in feedback received from CCC that the Groundwater assessment of effects report did not consider bore out to 2km for the discharge location and therefore did not meet the requirements of Condition 32 (c) of the CCC global stormwater consent.

The Assessment of Groundwater Effects report by PDP has been updated (Updated report dated 5th August 2024) to reflect an increased area of assessment. All bores with 2km of the discharge locations have now been included in the assessment and the results of the assessment and final conclusion remain unaltered.

The key changes to the report to incorporate the larger assessment area are reflected in the Executive Summary, Section 2.3.4 and Section 4.1 to Section 4.4.

- 9 The Applicant respectfully requests that the Panel and parties invited to comment review the updated documentation and supporting memoranda. We consider that the amendments and additional information address the matters raised in consultation to date.
- 10 Should the Panel or any party require clarification or further information in relation to any of the material provided, the Applicant is available to respond promptly.

Dated: 15 August 2025



Jo Appleyard / Meg Davidson
Counsel for Carter Group Limited

APPENDIX 1: ENGINEERING DESIGN

Technical Memorandum

TO:	Carter Group Limited Attn: Tim Carter & Bruce Van Duyn	FROM:	Tom Lemon
PROJECT:	Ryans Road Fast Track Development	DATE:	12/08/2025
SUBJECT:	Engineering Design Changes		

1.0 Introduction

This memorandum has been prepared by Capture Land Limited to provide a summary of the engineering plan amendments that have been undertaken for the industrial development at 104 Ryans Road post lodgement of the fast-track application. The design changes are due to the consultation process with the following parties and incorporating their feedback, where applicable, into the development plans.

- Christchurch City Council (CCC)
- Environment Canterbury (ECAN)
- Selwyn District Council (SDC)
- L+R Airport Consulting (L+R)

2.0 Plan Amendments

The enclosed engineering plans are a revision to the engineering plan set included in our previously issued Infrastructure Report, dated 10th of March 2025.

A list of the relevant changes to the plans are outlined below, along with a brief description why the amendments have been made.

Subdivision Layout & Staging Plans – PG110 and 115

- Minor adjustment to Lot 57-60 boundaries and areas to avoid power poles on Ryans Road.
- Minor increase in area of Lot 302 (road to vest) due to roading amendments.
- Adjusted location of Stormwater Management Areas (Lots 200 and 201) to achieve 500m minimum separation to meet permitted activity guidance under the district plan for bird strike management.
- Proposed Lizard Habitat area shown on plans.

Airport Protection Surfaces Plans – PG120, 121 and 124

- Revisions to the overlay protection surfaces and levels based on review undertaken by airport and aviation consultants L+R.

Contour Plans – EW200 - 202

- Updated with new subdivision layout.

Erosion & Sediment Control Plans – EW205 - 207

- Reduction in the clothed line temporary diversion channel along Ryans Road because the existing water race is to be retained and only piped where required for road intersections and vehicle crossings. Retaining the water race was requested by CCC, ECAN and SDC.
- Temporary diversion of the water race is still required in the culvert installation areas and is to be undertaken in accordance with Auckland Council Guideline Document 2016/005 Section G4.0.

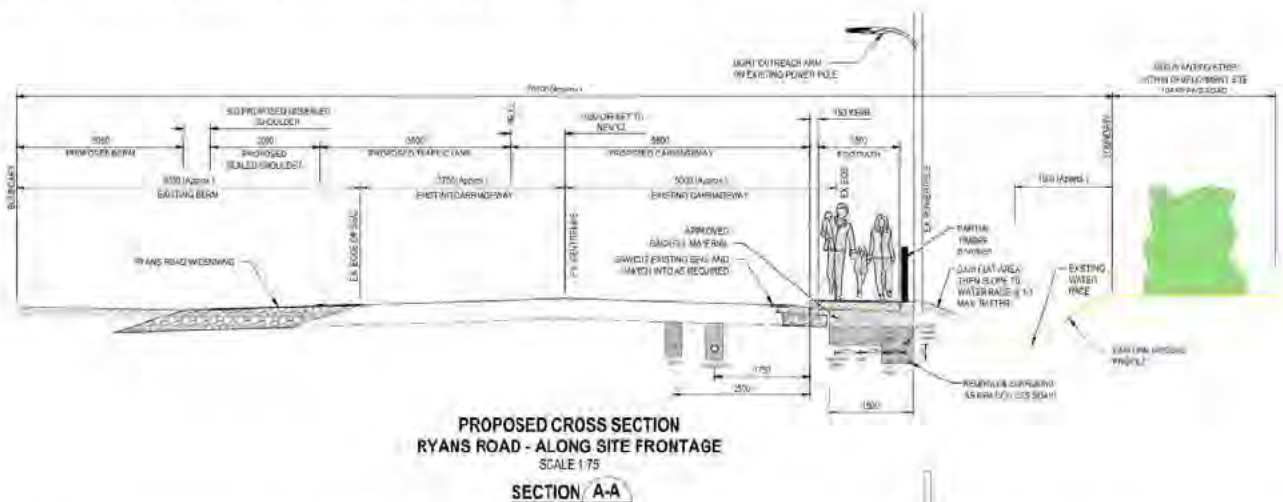
Earthwork Plans – EW220

- Updated with new subdivision layout.

Roeading Plans – RD300 – 321

- The internal roading layout has remained the same, however the upgrades to Ryans Road and Grays Road fronting the site have changed following discussions with CCC over transport and retention of the water race, as summarised below:

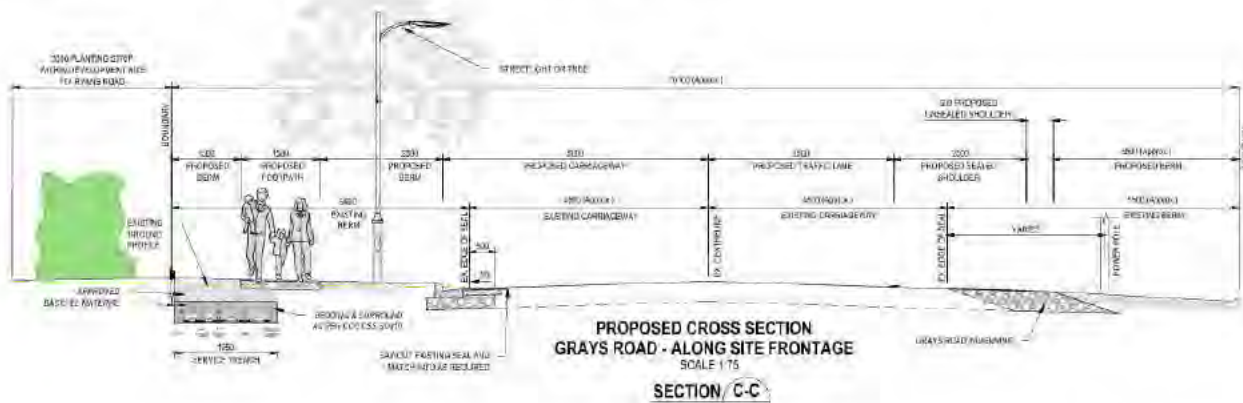
Ryans Road Upgrade (revised Typical Cross Section)



- Increased widening through intersections (two proposed and existing Grays) to accommodate channelised Right Turn Bays.
- Proposed centreline offsite 1m to the south to accommodate wider 5.5m carriageway on northern side, including footpath and retaining existing water race along frontage.
- Location of kerb and footpath moved south to provide flat area at back of footpath and tie into the existing ground levels without impacting the water race.
- Partial timber barrier provided at back of footpath for pedestrian barrier to water race.
- Extra widening on western side for increased carriageway width and wider sealed shoulder.
- Indicative vehicle crossings for Lots 55 to 60 and 400 proposed off Ryans Road with culverts through water race.

The amendments to Ryans Road design provide for better transportation and ecology outcomes for the development.

Grays Road Upgrade (revised Typical Cross Section)



- Increased widening through intersections (two proposed) to accommodate channelised Right Turn Bays.
- Extra widening on eastern side to provide increased sealed shoulder to allow vehicles to manoeuvre around potential vehicles turning right into the proposed lots along Grays Road.
- Provide footpath connection from site to existing footpath in George Bellew Road for pedestrian connectivity.

Stormwater Plans – SW400 and 420

- Locations of Stormwater Management Areas (Lots 200 and 201) revised to achieve minimum 500m separation to meet permitted activity guidance under the district plan for bike strike management.
- Size of the infiltration basin and soak pits revised to ensure the maximum water surface area during the 50-year critical duration storm does not exceed 1,000m². Refer to PDP Technical Memorandum dated 11 August 2025 for detailed information on the basin sizing.
- Proposed culverts within water race along Ryans Road upsized to 900mm diameter to assist with fish passage and flow conveyance.

Wastewater Plan – WW501

- Location of odour device on Russley Road (SH1) shifted from the central median island to the western berm for better maintenance access.

3.0 Additional Plans

As a result of the consultation process, additional plans have been prepared in support of the application. The additional plans are.

- PG122 and 123 – Airways Restriction Plan – added at the request of L+R.
- PG125 – Garden City Helicopters Protection Surfaces – added at the request of L+R.
- PG126 – Windshear & Turbulence Assessment Area – added at the request of L+R.
- PG130 – Runway Approach Height Restriction Plan – added to assist with defining maximum building heights for each lot.
- PG130 – Runway Approach Height Restriction Plan – added to assist with defining maximum building heights for each lot.
- PG131 – Runway Take-off Height Restriction Plan – added to assist with defining maximum building heights for each lot.

- **PG132 – Airways Height Restriction Plan** – added to assist with defining maximum building heights for each lot.
- **PG135 – Garden City Helicopter Height Restriction Plan** – added to assist with defining maximum building heights for each lot.
- **PG136 – Windshear & Turbulence Height Restriction Plan** – added to assist with defining building height thresholds for each lot.
- **RD320 and 321 – Ryans Road Widening Typical Cross Sections** – detailed cross sections along northern side of Ryans Road at 20m intervals to show interface with existing water race and power poles. The cross sections show that the road upgrades can be undertaken without impacting on the water race. Refer to DCM plans for landscape enhancement along the water race.
- **RD330 – Typical Vehicle Crossing** – plan showing typical vehicle crossing formation off Ryans Road, proposed culverts and service connection interface with the water race.

4.0 Summary

The engineering design plans have been amended based on the consultation undertaken with external parties and the project consultants to achieve better engineering and environmental outcomes for the development.

Based on the consultation and feedback received from CCC, SDC and ECAN the development can be undertaken and serviced in accordance with relevant statutory requirements.

Prepared by:



Tom Lemon
Director

Reviewed by:



Craig Hurford
Director

APPENDIX 2: STORMWATER



Technical Memorandum

TO Bruce Van Duyn FROM Cameron Swales and Eoghan O'Neill
Carter Group Limited DATE 11 August 2025
RE Updated Road Reserve Operational Stormwater Management

1.0 Introduction

This memorandum has been prepared by Pattle Delamore Partners Ltd (PDP) to provide a sizing update of proposed operational stormwater management infrastructure for the road reserve areas associated with the industrial subdivision at 104 Ryans Road. The information presented in this memorandum is based on the detailed assessment and design parameters outlined in Section 3.4 of the previously issued Stormwater Management Technical Assessment for Ryans Road Development (PDP, March 2025).

2.0 Revised Design Parameters

Following design review by Christchurch International Airport Limited (CIAL), the sizing of proposed stormwater basins failed to meet permitted activity rule 6.7.3.1 P3 under the District Plan Rule 6.7.4 for Birdstrike Management Areas. This rule prescribes a permitted activity in the Birdstrike Management Area of within 3km of runways at Christchurch International Airport to be:

"The combined area of all stormwater basin and/or water bodies, that are wholly or partly withing 0.5 km of the proposed water body or stormwater basins edge, shall not exceed 1000 m²"

The previous stormwater design (PDP, March 2025) included two infiltration basins each with a potential maximum water surface area exceeding 1000 m², designed to drain down within 48 hours, and positioned within 500 m of each other. Under the sizing and configuration proposed under the previous design, these basins would not meet the permitted activity ruling 6.7.3.1 P3.

To meet permitted activity guidance under the district plan for birdstrike management, PDP has updated the stormwater design of road reserve stormwater management areas (SMA's). The updated design is as presented in Section 3.

3.0 Updated SMA Locations and Sizing

As discussed in the 'Stormwater Management Technical Assessment' previously completed by PDP, stormwater is to be collected from the road reserve via a network of kerb and channel, sumps and pipework which discharge to two SMA's. Figure 1 below shows the proposed catchment areas for each SMA. Following relocation of SMA's to achieve minimum 500 m separation, contributing catchment areas and run-off have not changed from previously delineated. In line with the previous design, each SMA will include an infiltration basin and overflow soak pit.

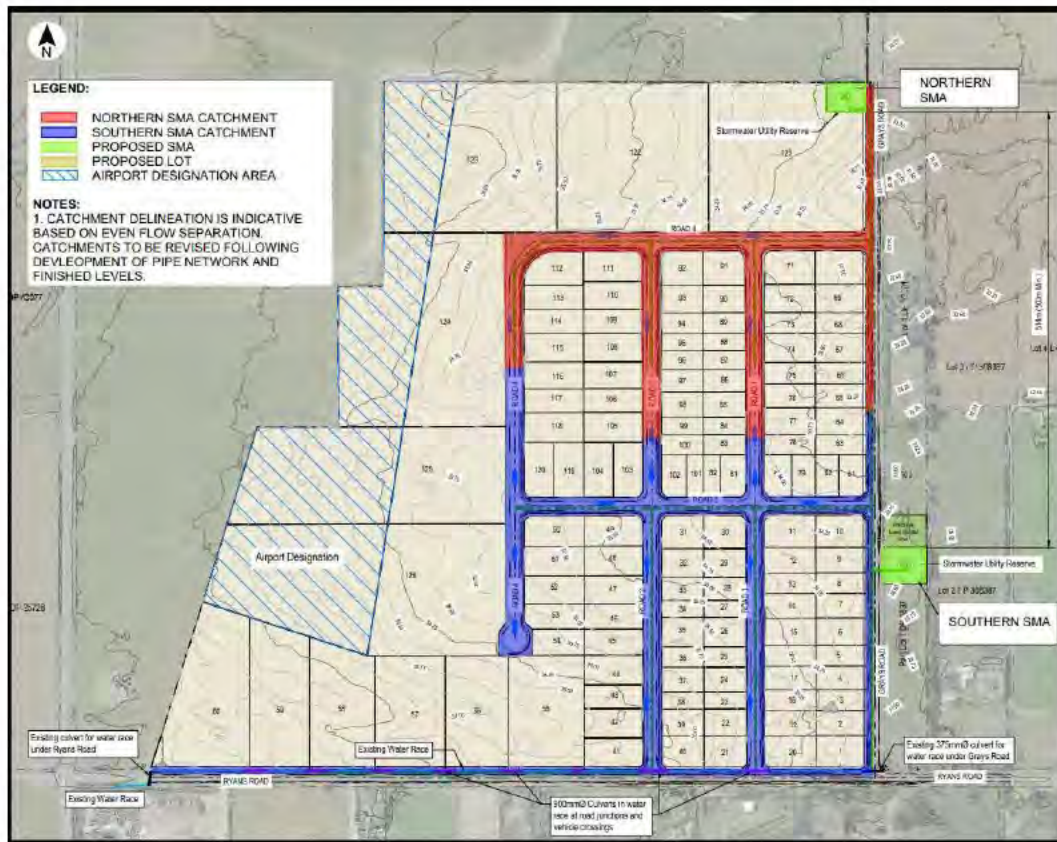


Figure 1: Proposed catchment delineation (background layout plan courtesy of 'Capture Land Development Consultants')

Assuming the catchments as illustrated in Figure 1 above and design parameters outlined in Section 3.4 of the 'Stormwater Management Technical Assessment' previously prepared by PDP, sizing of the proposed infiltration basins and overflow soak pits has been revised to ensure maximum water surface area during the 50-year critical duration storm does not exceed 1000 m².

Refer to Table 1 for infiltration basin and soak pit sizing for both Northern and Southern SMA locations

Table 1: Infiltration basin and soak pit sizing for critical storm						
Infiltration Basin					Overflow Soak Pit	
SMA	Top Length (m)	Top Width (m)	Top Area (m ²)	Maximum Water Surface Area (m ²)	Infiltration Area (m ²)	Soak pit Operational Depth (m)
Northern	34	34	1156	999	113	5
Southern	34	34	1156	999	363	5

Proposed infiltration basins and soak pits for both northern and southern SMA areas have been sized in accordance with the CCC Waterways and Wetlands Drainage Guide (WWDG). They will mitigate potential water surface area by balancing attenuation storage between the basin and overflow soak pit during the critical 2 % AEP event. The Basin Volume sizing and associated areas, presented in Table 1, assumes direct inflow (Q_D) from the infiltration basin into the soak pit, as per Section 6.5.5 Part 7 of the WWDG.

Direct inflow has been allowed for in the design as live storage in the basin is limited by the maximum allowable water surface area of 1000 m² to meet permitted activity ruling under the District Plan.

To accommodate the need for additional live storage (if required), the area reserved for SMA's has been made sufficient in size to accommodate the minimum footprint required for larger soak pit infrastructure to meet WWVG storage requirements.

4.0 Summary

The above memorandum outlines changes to the stormwater management design for road reserve areas to meet permitted activity rule 6.7.3.1 P3 under the Christchurch District Plan.

Updates to the design have resulted in increased separation distance between the basins (greater than 500m) and a reduction in the maximum water surface area of both infiltration basins. The maximum water surface area of each basin during the 2% AEP critical duration storm does not exceed 1000 m² and the basins are designed to drain down within 48 hours of rainfall cessation.

The relevant stormwater servicing plans (Drawing Nos. RC-SW400 Rev C and RC-SW420 Rev B) by Capture Ltd have been updated to reflect the above changes.

5.0 Limitations

This memorandum has been prepared by Pattle Delamore Partners Limited (PDP) on the basis of information provided by Carter Group Limited and [others (not directly contracted by PDP for the work)], including Tetra Tech Coffey. PDP has not independently verified the provided information and has relied upon it being accurate and sufficient for use by PDP in preparing the memorandum. PDP accepts no responsibility for errors or omissions in, or the currency or sufficiency of, the provided information.

This memorandum has been prepared by PDP on the specific instructions of Carter Group Limited for the limited purposes described in the memorandum. PDP accepts no liability if the memorandum is used for a different purpose or if it is used or relied on by any other person. Any such use or reliance will be solely at their own risk.

© 2025 Pattle Delamore Partners Limited

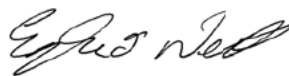
Prepared by



Cameron Swales

Senior Environmental Engineer

Reviewed and Approved by



Eoghan O'Neill

Technical Director – Water Infrastructure

APPENDIX 3: LANDSCAPE AND URBAN DESIGN

CARTER GROUP LIMITED

166 Cashel Street,
Christchurch 8011

Email: [REDACTED]

Ref: 2024_051 Carter Group 104 Ryans Road Landscape Memo
14th August 2025

LANDSCAPE AND URBAN DESIGN MEMORANDUM

104 RYANS ROAD INDUSTRIAL DEVELOPMENT

This memorandum has been prepared by DCM Urban Design Limited to provide a summary of the landscape and urban design changes that have been undertaken or considered for the industrial development at 104 Ryans Road post lodgement of the fast-track application. These design changes have been made following a consultation process with Christchurch City Council (CCC) and Selwyn District Council (SDC) as well as input from various other parties. This memorandum is accompanied by updated landscape sections as attached.

AMENDMENTS

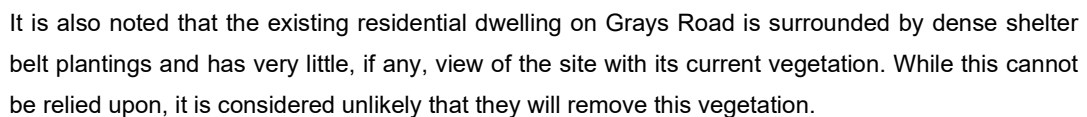
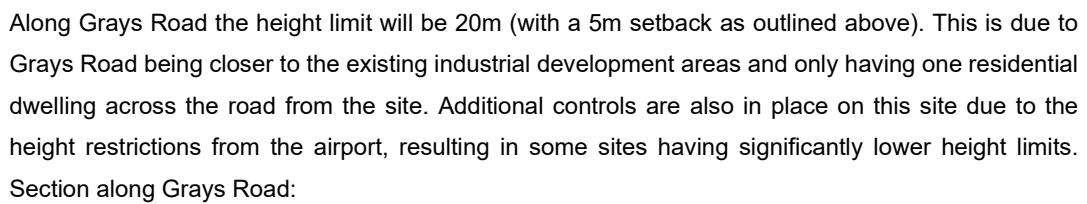
Internally there have been minimal changes to the landscaping, with the key focus of council's concerns being on the edge treatments along the boundary of both Ryans Road and Grays Road and how this affects the neighbouring properties, particularly those with dwellings. The following changes have been made with consideration of council comments:

Building setbacks

A 5m building setback from the boundary has been proposed along both Ryans Road and Grays Road to ensure the landscape buffer planting has enough space to fully mature. This 5m setback includes the 3m of landscape buffer planting previously proposed.

Height limits applied to the site

Height limits have now been applied to the site, with cross sections prepared to show how these work in relation to neighbouring properties and the proposed landscape buffer planting. Along the Ryans Road boundary, it is proposed to have a 12m height limit within the first 15m of the road boundary, before the height limit increases to 20m for the remainder of the site. Section along Ryans Road:



Taller tree species have been proposed within the 3m landscape buffer planting strip along both Ryans and Grays Road, with the mix now utilising Ribbonwoods for additional height.

No fencing will be allowed with the 3m landscape buffer along Ryans and Grays Road to provide more amenity and to ensure the landscape buffer merges seamlessly with the water race planting on Ryans Road.

Additional changes

Due to changes outside of the landscape and urban design scope, the water race along Ryans Road will now remain open and a post and rail fence will be added for safety. This post and rail fence will have removeable rails to ensure easy access for maintenance and the water race will be planted with a row of *Carex Secta* and *Carex virgata* on either side.

CONCLUSION

The landscape and urban design of the development has been amended based on consultation undertaken with external parties and the project consultants to achieve a better outcome for the surrounding residents and users. These changes are considered to be a positive outcome for the site and surrounding area in terms of landscape amenity and urban design.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'H. Bruere'.

Hannah Bruere

Registered Landscape Architect
DCM Urban Design Limited

Reviewed by:

A handwritten signature in black ink, appearing to be 'Dave Compton-Moen'.

Dave Compton-Moen

Urban Designer, Registered Landscape Architect, MNZPI
DCM Urban Design Limited

APPENDIX 4: ECOLOGY



Technical Memorandum

TO Bruce Van Duyn FROM Jarred Arthur
Carter Group Limited DATE 13 August 2025
RE Ryans Road Fast-Track – Updates to Ecology Technical Advice

1.0 Introduction

This memorandum has been prepared by Pattle Delamore Partners Ltd (PDP) in relation to the proposed industrial development at 104 Ryans Road. Its primary purpose is to update the Fast-Track Panel, and other interested parties, on any consultation and updated considerations relating to ecological values at the site. Specifically:

- Lizard management, including the salvage and translocation of specimens;
- Aquatic values associated with the Selwyn District Council (SDC) water race along the Ryans Road frontage; and
- Management of rare and threatened indigenous plants.

The memorandum also contains some high-level recommendations for consent conditions, which is based on feedback from organisations such as Department of Conservation (DOC), Christchurch City Council (CCC), SDC, and Environment Canterbury (ECAN).

2.0 Lizard Management

PDP originally drafted a Lizard Management Plan (LMP) in March 2025 based on the findings of potential lizard habitat at the Ryans Road site. This iteration of the LMP recommended that baseline lizard trapping surveys be undertaken and that the Plan be updated based on the findings of such surveys. Baseline surveys were subsequently undertaken in March/April 2025 and found the presence of a small population of Southern grass skink (*Oligosoma* aff. *polychroma* Clade 5).

The LMP was updated circa July 2025 to provide more detail on how the Southern grass skink population will be managed. It included more details on lizard salvage and translocation, most notably the confirmation of a translocation site near the development site, adjacent to a Stormwater Management Area (SMA) on Grays Road. It also outlined how the translocation site will be enhanced. This revised LMP was submitted to DOC who provided further feedback (email dated 22 July 2025) as summarised below:

- DOC supported the conclusions of the baseline lizard survey and, in general, the selected translocation sites and enhancement designs (e.g., planting and size of the site).
- There were concerns about the level of detail around timelines to undertake any salvage, translocation and enhancement works, particularly the limited time likely available for enhancement planting to develop and mature into suitable lizard habitat.

To clarify the uncertainty around timelines, PDP responded to DOC with an outline of specific dates for management measures. In summary, site preparation, predator control, planting enhancements and eco-pile installations will take place between December 2025 and February 2026. Salvage and translocation will occur in March 2026 (with trap acclimation preceding this) and will be immediately followed by works to clear vegetation at the development site. Images were also supplied to DOC that showed existing long grass growth at the translocation site. With added irrigation and no ongoing grazing, this grass will become rank and support lizards (alongside eco-piles) while native enhancement plantings establish into high quality habitat.

The final consultation and feedback from DOC on the updated timelines was in an email dated 6 August 2025. In this email, DOC confirmed that they are now satisfied with all revisions to the lizard salvage and translocation plans. The following is an excerpt of their technical specialist's response:

*"I am supportive of the detailed planning on the development of habitat as outlined in the emails from Jarred Arthur, (emails 4 Aug 2025, 25 July 2025). The plans include photos of the release site currently and the grass habitat is relatively thick already. The site looks a lot better for lizards than I anticipated when reading the "currently grazed" description. With the extra time over spring, I am confident it will be a good release site for these skinks even if planting and habitat additions (rocks) are not made. I do support the timeframe for both habitat enhancement and salvage and recommend that the details of this plan are included in the LMP or be conditioned as part of the authorisation. **My strong preference is to have all the details that they've added in emails added to the LMP, then we can just condition the permit to say follow what you proposed rather than having to write conditions to the last detail. This will make compliance easier.**"*

Since this most recent correspondence, PDP has updated the LMP to include all details of translocation, enhancement and timelines in accordance with the request from DOC highlighted in bold above. The most up-to-date version of the LMP is dated 13 August 2025 and moving forward should be referred to for any matters relating to the granting of a Wildlife Permit or otherwise.

3.0 SDC Water Race

A water race is located adjacent to the development site and flows west to east along Ryans Road. This is a lateral channel of the Paparua Water Race Network (PWRN) owned and operated by SDC. It sources water from Waimakariri River near Intake Road and supplies irrigation and stock drinking water to the surrounding area. The values of the water race are outlined in a PDP memorandum dated 5 March 2025 that was supplied as part of the Fast-Track application.

Subsequent correspondence has taken place between the development's project team (e.g., Carter Group Ltd, PDP and other parties) and regulatory authorities (i.e., SDC, CCC and ECAN) on the management of values in the race during the development. Original designs for the water race included the proposal to contain and pipe it for approximately 840 m. Concerns were raised by regulatory authorities about any effects to the water supply to the upper Avon River catchment (to which the water race feeds), and enclosing/piping the open waterway channel.

In response to the concerns above, the proposed water race design (see latest plans by Capture) has been substantially revised to allow for the race to stay as an open channel (i.e., not be piped). A series of 900 mm diameter culverts will instead be installed to allow for road crossings into the development site. Culverts will be recessed into the bed of the water race in accordance with guidance to ensure fish passage. It is also proposed that the water race will be planted along its banks.

The revised water race plans will result in a measurable improvement to the quality and condition of habitat within the waterway. The sizing of culverts will ensure fish passage is maintained, while planting will provide instream shade and improved food supply for the aquatic species that live there. Instream shading should inhibit instream growths of aquatic plants and potentially reduce the reliance of SDC on mechanical clearance to maintain flow conveyance in the water race. The mechanical clearance of water races can be highly damaging to instream ecosystems and biota.

It is understood that the water race can maintain its existing location/course with most recent roading designs minimising encroachment on the race channel. This is the ecologically preferred option, however if roading redesigns necessitate the relocation/realignment of the channel, a fish salvage operation will need to be undertaken for the entire reach. It is recommended that fish salvage is conducted in areas where culverts are proposed to be installed.

It is our understanding that CCC, SDC and ECAN are now satisfied with the proposed designs of the water race. In a stakeholder meeting on 12 August 2025, CCC ecologist Katie Noakes mentioned that the open race design is, from her point of view, preferred. She also mentioned that she had been in regular contact with ECAN ecologists who shared a similar point of view. SDC was satisfied with the open channel and culvert design, as long as access for ongoing maintenance of the channel is maintained.

4.0 Indigenous Plants

A brief walkover of the Ryans Road development site was conducted by PDP ecologists in late 2024. The aim was to evaluate potential terrestrial vegetation values at the site, but this was more targeted at investigating the potential presence of any wetlands (of which none were present). In more recent correspondence with ECAN (June 2025), it was noted that a research grade iNaturalist record exists at the site for the 'Threatened – Nationally Vulnerable' plant species *Geranium retrorsum* (turnip-rooted geranium). While this observation was from October 2018, there are other records of the plant having been found more recently near the development site (but not actually on the development site).

PDP has been in regular contact with ECAN ecologists to discuss ways to mitigate any effects of the development on specimens of *G. retrorsum* that may be present onsite. In an email from Jean Jack (Team Leader – Land Ecology) dated 4 August 2025, it was suggested that PDP seek advice from Wai Ora Nurseries, and/or Boffa Miskell who have been undertaking similar management exercises on behalf of Christchurch International Airport Limited.

An excerpt of the advice received from Wai Ora botanist Tom Ferguson (email dated 5 August 2025) is summarised below:

"We have undertaken 2 successful Geranium retrorsum translocation and propagation projects in the west side of Christchurch.

We have found that the plants translocate relatively easily in the cooler months (late autumn to early spring), if transferred into pots, held for a season, and then planted back during those cooler months. The plants desiccate quickly during the warmer months of the year. The biggest success factor is planting into suitable habitat and controlling competition from exotic grasses. Using grass specific herbicides such as Holoxypop can be useful for this.

We have also had success collecting seed off plants (either in-situ or in propagation) and propagating them via seed. Propagation is often necessary to satisfy the terms of a resource consent; the standard request is for double the number of plants found on the site.

The plants are attractive, and a useful component of an amenity landscape."

A recent email (dated 12 August 2025) from Scott Hooson, Ecologist at Boffa Miskell, detailed their successful experience in translocating plant specimens:

“In collaboration with Wai-ora we successfully translocated a number of plants into pots and Wai-ora are currently holding them in their nursery. Wai-ora found they couldn’t propagate plants from root cuttings, but the species produces good quantities of seed which (I understand from Wai-ora) are relatively easy to propagate in a nursery environment. We have also undertaken some translocation trials, which included maintenance measures (applying rabbit repellent, hand-weeding around plants etc.). It appears that one of the greatest threats following translocation is competition with rank exotic grass if not grazed (by sheep or mown).”

The feedback from both Wai Ora and Boffa Miskell ecologists have highlighted that individual plants of *G. retrorsum* can be successfully removed from the Ryans Road development site, cared for and propagated in pots during the occurrence of site works. After this period, they can be translocated back onsite into landscaped areas as amenity planting. On the basis of this advice, PDP suggests that the Fast-Track consent adopts conditions in-line with the following recommendations:

- A suitably qualified ecologist will survey the development site for the presence of the indigenous plant *Geranium retrorsum* prior to the commencement of construction works.
- In the event that the species is found at the site, individual plants should be removed and translocated (from late autumn to early spring) into suitably sized pots for care, maintenance and propagation by a qualified nursery.
- At the conclusion of works, original and/or propagated plants shall be replanted at sites (from late autumn to early spring) in the vicinity of the development at a ratio of 2:1 compared to number of the plants removed during pre-construction.
- Plants are to be replanted into areas that are regularly maintained (e.g., grazed or mown), or other management methods are to be employed to prevent weed incursion and maximise successful re-establishment.

5.0 Summary

This memorandum summarises the ongoing consultation between the Ryans Road Project Team and stakeholders on matters relating to the management of ecological values at the proposed development site. Changes to management actions to protect lizard populations and water race values are based on feedback received from regulatory authorities. All management interventions have been included in updated plans, including the LMP and water race design drawings. Based on the advice of Wai Ora nursery, and the experience of other plant translocation activities taking place nearby, it is anticipated that conditions of consent will be adequate to manage effects on populations of *G. retrorsum* at the site.

6.0 Limitations

This memorandum has been prepared by Pattle Delamore Partners Limited (PDP) on the basis of information provided by Carter Group Limited and others (not directly contracted by PDP for the work). PDP has not independently verified the provided information and has relied upon it being accurate and sufficient for use by PDP in preparing the memorandum. PDP accepts no responsibility for errors or omissions in, or the currency or sufficiency of, the provided information.

This memorandum has been prepared by PDP on the specific instructions of Carter Group Limited for the limited purposes described in the memorandum. PDP accepts no liability if the memorandum is used for a different purpose or if it is used or relied on by any other person. Any such use or reliance will be solely at their own risk.

© 2025 Pattle Delamore Partners Limited

Prepared by

Jarred Arthur

Technical Director – Ecology

APPENDIX 5: TRANSPORT

14 August 2025

Novo Group Limited
Level 1, 279 Montreal Street
PO Box 365, Christchurch 8140
0 - 03 365 5570
info@novogroup.co.nz

MEMO

TO: Tim Carter, Carter Group Ltd
FROM: Nick Fuller, Principal Transport Engineer
PROJECT REF: 0021-050_Ryans Road_M002

104 RYANS ROAD, CHRISTCHURCH ROAD DESIGN ALTERATIONS

1. This memo provides an overview of the transport discussions with Christchurch City Council (the Council) and subsequent amendments to the Application Plans for the Fast-track application at the above site.

Ryans Road On-Street Car Parking

2. The Ryans Road typical cross-section has been widened by 0.5m to provide on-street car parking on the northern side of the road (i.e. adjoining the Application site). This was requested by Council, as the original proposal did not permit on-street car parking at this location¹.
3. We understand that Council is supportive of this change and that it will assist in seeking a reduced speed limit of 60km/h (compared to the existing 80km/h limit) on Ryans Road and Grays Road.

Intersection Arrangements

4. The Ryans Road / Grays Road intersection has been amended to include a right turn bay, as requested by Council. A flush median has been extended west on Ryans Road, from Grays Road to Road 2 to also provide safe turning facilities into Roads 1 and 2².
5. Right turn bays are also now proposed at the Grays Road intersections with Roads 3 and 4, although these turning bays taper away between the intersections³.
6. The lane widths through these intersections meet the Council's requested dimensions. Overall, the updated arrangement provides a safer turning facility.

Road Cross-Section – Shoulder Widening

7. The sealed shoulder on the eastern side of Grays Road has been widened to 2.5m, plus an additional 0.5m of unsealed shoulder⁴. We understand that Council requested the 2.5m

¹ This is illustrated on Section A-A on Capture plan RC-RD320 Rev E.

² These are illustrated on Capture plans RC-RD301 & 304 Rev D, 310 & 311 Rev D.

³ Illustrated on Capture plans RC-RD302 & 303 Rev B and 312 Rev B.

⁴ Illustrated on Capture plans RC-RD321 B, cross-section C-C.



shoulder to provide widening consisted with Figure 13 in the Transport Chapter of the District Plan. This widening allows a vehicle to wait in the carriageway and a following vehicle to undertake. We note that the District Plan only requires this widening when site access is to a Rural Collector or Arterial Road with a speed limit of 70km/h or greater. Grays Road does not meet these requirements, although the widening will still provide a benefit to road safety.

8. The cross-section of Ryans Road has been amended to include a 2.0m sealed shoulder and 0.5m unsealed shoulder on the southern side to meet the requirements of the Council's Infrastructure Design Standards⁵. This will reduce maintenance requirements and improve road safety.
9. Further sealed shoulder widening on Ryans Road to 2.5m will be provided at access locations west of Road 2 when they are determined. Again, this widening allows a vehicle to wait in the carriageway and a following vehicle to undertake, although it is not required by the District Plan. This will again provide a safety benefit.

Grays Road Parking Strategy

10. The Council requested a strategy to prevent the Grays Road shoulder from being used for incidental parking. We consider this would be resolved through appropriate signage and line-marking and can be covered at Engineering Approvals stage.

Footpaths & Shared Path

11. Council have made two requests regarding pedestrian and cycle infrastructure. These are firstly to demonstrate how the proposal integrates with the existing pedestrian and cycle infrastructure to achieve accessibility and secondly for shared paths on the Site frontages.
12. A footpath connection has been added on Grays Road between the Site and the existing footpath on George Bellew Road⁶. This addresses the pedestrian connectivity.
13. The ITA identified that cycle lanes are provided on the eastern SH73 (Yaldhurst Road) approach to SH1, although these do not continue further. Cycle lanes are also provided on SH1, including past Ryans Road and at the George Bellew / Syd Bradley Road interchange. However, there are no cycle lanes on Ryans Road, Pound Road or George Bellew Road near the Site and so there are no existing cycle facilities to be integrated with. As such, no cycle facilities or shared paths are proposed.

Internal Roundabouts

14. The Council requested we consider altering the internal cross-roads intersections to be roundabouts. Our opinion is that the proposed cross-roads will operate safely and efficiently. Furthermore, the priorities at those cross-roads can be managed to ensure queuing does not extend to Grays Road, should that be a concern. No changes have been proposed to the internal road design.

⁵ This is illustrated on Section A-A on Capture plan RC-RD320 Rev E.

⁶ Illustrated on Capture Plan RC-RD300 Rev C.



Ryans Road Accesses

15. Indicative site access locations to some Lots on Ryans Road have been illustrated on the updated subdivision plans. These accesses are illustrated as being in compliant locations based on the future 60km/h speed limit on Ryans Road. As identified in paragraph 9, further shoulder widening on the southern side of Ryans Road (to enable drivers to pass a right turning vehicle) will be provided once vehicle crossing locations are confirmed.
16. We consider that the proposed vehicle crossings will be safe and efficient. Furthermore, activities that are predicted to exceed the 'High Trip Generator' thresholds in standard 7.4.3.10 of the District Plan will require additional assessment of the safety and efficiency of the access arrangements. This provides an additional safeguard to protect the function of the transport network.
17. The Council requested that we consider providing access to Lots 55 and 56 from the internal road network. Internal access will be available, although vehicle crossings have been sought to Ryans Road to preserve the right for access in the future and to allow flexibility in the way these sites are developed. We consider that these accesses can operate safely and efficiently, although this will ultimately be a matter for the Resource Consent applications for those future activities (if required).

Summary

18. The above identifies transport related changes made to the Application plans as a result of further consultation with Christchurch City Council. Those changes improve the safety of the proposed road upgrades and are therefore considered beneficial.

APPENDIX 6: AIRCRAFT SAFETY

14 August 2025

MEMORANDUM

Novo Group Limited
Level 1, 279 Montreal Street
PO Box 365, Christchurch 8140
0 - 03 365 5570
info@novogroup.co.nz

TO: Tim Carter, Carter Group Limited
FROM: Jeremy Phillips, Director and Senior Planner
PROJECT REF: Fast Track - Ryans Road Industrial Development

FTAA-2504-1054: RYANS ROAD INDUSTRIAL DEVELOPMENT AIRPORT SAFETY MEASURES

1. This memorandum summarises the airport safety measures proposed as part of the Ryans Road Industrial Development ('the Project'), including the additional measures adopted on 14 August 2025 that have been incorporated in the revised (airport related) consent conditions included as **Attachment 1**.
2. In summary:
 - i. The Project fully complies with all District Plan Methods for Airport Protection, including rules managing:
 - (a) Noise and activities near (airport) infrastructure (subchapter 6.1);
 - (b) Lighting (subchapter 6.3); and
 - (c) Aircraft protection, including birdstrike (subchapter 6.7).
 - ii. The Project will require approval from the requiring authority under s176 of the Resource Management Act 1991 for any use of land within the airport designation over part of the site.
 - iii. The Project also relevantly includes:
 - (a) Consent conditions requiring preparation of a Wildlife Hazard Management Plan, in consultation with Christchurch International Airport Limited (CIAL), and imposition of a consent notice requiring ongoing adherence to this.
 - (b) A construction management plan stipulating requirements in relation to CIAL operations and aircraft safety.
 - iv. The Project now proposes further consent conditions that afford additional protection to the airport (beyond that provided for by the District Plan), including:
 - (a) Building height and location controls, including:



- (1) The imposition of consent notices and specific verification requirements that bolster the airport protection surfaces that are mandated in the Christchurch District Plan;
 - (2) Protection surfaces in regards Airways' navigational aids;
 - (3) Protection surfaces in regards Garden City Helicopters' flight paths;
 - (4) A threshold for the assessment of building generated windshear effects;
 - (5) Controls for temporary cranes, masts or other construction plant.
- v. Whilst specific conditions are yet to be drafted, the applicant also proposes to review and update consent conditions to:
 - (a) Provide greater specificity regarding construction activities and the management of any risks to airfield operations, both during the initial bulk earthworks stage and when the lots themselves are developed. This includes the management of bird-attracting activities, crane heights, and dust; and the implementation of more specific conditions or management plans (such as a dust management plan) to address these matters. Such a condition is envisaged to reference the CIAL publication '*Requirements for Working at the Airport 2023*¹' which is described as a document that '*imposes terms and conditions on those performing work on any land, fences, buildings, building services and equipment owned by CIAL or located on CIAL's land / property*'.
 - (b) Provide greater specificity regarding lighting conditions, such that they more explicitly impose the relevant permitted activity standards in the District Plan (as opposed to referencing the lighting subchapter and provisions more generally, as currently drafted).
 - (c) Provide greater specificity in the wildlife management plan condition, in regards monitoring and enforcing the plan and managing activities that may increase the risk of birdstrike.
3. With the above measures in place, the Christchurch International Airport Safeguarding Assessment of the Project by the applicant's aviation consultant (L+R Airport Consulting) concludes that the project will have acceptable (and no significant adverse) impacts on the airport and aircraft safety.

¹ <https://www.christchurchairport.co.nz/globalassets/about-us/doing-business-with-us/contractors-and-suppliers/requirements-for-working-at-the-airport-2023.pdf>



District Plan Methods for Airport Protection

4. The Christchurch District Plan methods that afford protection to Christchurch Airport ('the Airport') are contained in subchapters 6.1, 6.3 and 6.7 and in chapter 10 and are summarised below:

Subchapter 6.1. – Noise & Activities near infrastructure

5. The rules in this chapter limit the impact of noise-sensitive activities near Christchurch Airport in the following ways:
 - i. **Defined Noise Contours:** The site falls within the 55 dB Ldn Air Noise Contour and partially within the Air Noise Boundary and 50 dB Ldn On-Aircraft Engine Testing Noise Contour. These contours are used to determine where stricter building standards apply including requirements for any new buildings or additions to be insulated against aircraft noise and specific indoor design sound levels to be met for different types of activities. New buildings or additions within the 55 dB Ldn Air Noise Contour that do not meet insulation standards are classified as non-complying².
 - ii. **Prohibited Activities:** New sensitive activities (e.g., residential, education, healthcare) are prohibited within the Air Noise Boundary³.
 - iii. **Design and Verification Requirements:** Developers must submit acoustic design reports and may be required to provide sound transmission testing results to verify compliance. This ensures that buildings are constructed to withstand airport-related noise.
6. The proposal will comply with all of the rules in subchapter 6.1.
7. For completeness, it is noted that airport related noise effects are also addressed in section 6 of the acoustic assessment (Appendix 4 of the application), which concludes that the establishment of industrial activities within the development site is appropriate and has precedent.

Subchapter 6.3 – Outdoor Lighting

8. The following District Plan rules specifically manage outdoor lighting in response to aircraft/airport operations:
 - i. **Rule 6.3.4.5 NC1:** Any activity that results in a greater than 2.5 lux spill (horizontal or vertical) into any land outside the Specific Purpose (Airport) Zone that is within 500 metres of the threshold of a runway at Christchurch International Airport. This protects critical approach and take-off zones from distracting or hazardous lighting.

² Rules 6.1.7.1.5 NC1 and NC2.

³ Rule 6.1.7.1.6 PR1.



- ii. **Rule 6.3.4.5 NC2:** Any non-aeronautical ground lights in the areas shown in Appendix 6.11.7.4 (being the Christchurch International Airport ground lighting and aircraft safety control area, which includes the subject site) that shine above the horizontal. This prevents upward light that could interfere with pilots' visibility or air traffic control systems.
9. The proposal will comply with all of the rules in subchapter 6.3.
10. Potential lighting related effects on the airport are also addressed in the lighting assessment (Appendix 15 of the application), which concludes that the District Plan and Civil Aviation Authority rules and standards applicable to artificial lighting at the development site are able to be met and the effects appropriately managed, during both the initial subdivision (Phase 1), and the future development of individual lots (Phase 2).

Subchapter 6.7 – Aircraft Protection

11. The rules in subchapter 6.7 are designed to ensure safe and efficient aircraft operations at Christchurch International Airport (CIA) and in broad term provide the following protections:
- i. **Aircraft Protection Surfaces:** specifying horizontal, conical, approach, transitional, and take-off surfaces and **prohibiting** any building, structure, tree, or utility from penetrating the defined protection surfaces (except for specific exemptions like navigational aids)⁴.
 - ii. **Runway End Protection Areas (REPAs):** intended to maintain pilot visibility and reduce risks in critical runway approach/departure zones, through **prohibition** of most buildings/utilities, mass assembly of people, use or storage of hazardous substances, and direct light beams or sources of reflective glare⁵.
 - iii. **Birdstrike Management Areas:** that apply within 3 km of runway thresholds and which manage or restrict activities that attract birds (e.g., water bodies, fish processing, abattoirs, landfills) and otherwise imposes design standards and birdstrike risk assessments for certain activities⁶.
12. As lodged, the proposal achieved compliance with all of the rules in subchapter 6.7, with the exception of rule 6.7.4.3.1 P3 which relates to birdstrike management and specifies the permitted activity standards for stormwater basins and waterbodies. To address this matter, a specific stormwater design was proposed and a condition was also proposed requiring a wildlife management plan prepared in consultation with CIAL to be implemented.
13. The application has since been amended to fully comply with rule 6.7.4.3.1 P3. Accordingly, the proposal (as amended) will comply with all of the rules in subchapter 6.7.

⁴ Rule 6.7.4.1.6 PR1

⁵ Rule 6.7.4.2.6 PR1–PR4

⁶ Rules 6.7.4.3.1–6.7.4.3.4



Chapter 10 – Designations

14. Under Chapter 10, Designation D1 designates Christchurch International Airport. That part of the Designation applying to (part of) the Project site is identified as area 'A2' and has the following purpose:

'Airport – Restriction in respect of land and associated airspace for the purposes of a Runway End Protection Area (REPA), for the safe and efficient functioning of the Airport, as follows:

Restrictions on undertaking uses such as the following, including by changing the character, intensity or scale of the use:

- a. *Any new building or utility,* as defined in this plan (except a navigational aid for aircraft) not present on the land covered by Area B as at 27 August 2014, or any change in any building or utility's character, scale or intensity, excluding:*
 - i. *Structures associated with upgrades for State Highway 1;*
 - ii. *Maintenance or repair works on any building or utility;*
 - iii. *Enclosed walkways associated with vehicle parking areas which are no greater than 2.4m in height and 1.8m in width.*
- b. *In addition to buildings and utilities, all new activities or changes in the character, scale or intensity of existing activities carried out within Area B which generate or have potential to generate any of the following effects:*
 - i. *Mass assembly of people (golf course recreation does not amount to mass assembly of people);*
 - ii. *Release of any substance which would impair visibility or otherwise interfere with the operation of aircraft including the creation of smoke, dust and steam;*
 - iii. *The use or storage of hazardous substances exceeding the quantities permitted within the underlying zone;*
 - iv. *Production of direct light beams or reflective glare which could interfere with the vision of a pilot, excluding reflections or lights from motor vehicles;*
 - v. *Production of radio or electrical interference which could affect aircraft communications or navigational equipment; and*
 - vi. *Attraction of birds, including but not limited to crops, orchards, and waterbodies (including swales or retention basins for the management of storm water).*

**Note 'new building or utility' excludes any building or utility not yet constructed but allowed by resource consent, building consent or existing use rights on 27 August 2014'.*

15. The extent of Designation D1 / A2 is identified in **Attachment 2** and the applicant acknowledges their requirement to obtain the written consent of the requiring authority, pursuant to s176 of the Resource Management Act 1991 to:



‘do anything in relation to the land that is subject to the designation that would prevent or hinder a public work or project or work to which the designation relates, including—

- (i) undertaking any use of the land; and*
- (ii) subdividing the land; and*
- (iii) changing the character, intensity, or scale of the use of the land’.*

Other Regulatory Methods for Airport Protection

16. L+R Airport Consulting (‘L&R’) have been engaged by the applicant to provide guidance on airport safety matters relevant to the Project and their report (‘*Christchurch International Airport Safeguarding Assessment, August 2025*’) is separately attached.
17. L&R have outlined the regulatory framework protecting airport and aircraft operations and ensuring appropriate safety standards are adhered to. This includes the District Plan methods summarised above, and other regulations and guidance methods, including:
 - i. Civil Aviation Authority – Civil Aviation Rules;
 - ii. Civil Aviation Authority –Advisory Circulars;
 - iii. New Zealand Airports Association –Airport Master Planning Good Practice Guide; and
 - iv. Australian National Airports Safeguarding Advisory Group – National Airports Safeguarding Framework Guidelines.
18. L&R’s report finds that a number of airport safeguarding aspects, including airspace protection for aircraft operations, light spill and glare, wildlife hazards, activities which may impair pilot visibility and those which may promote incompatible activities such as congregations of people or noise sensitive uses, are covered adequately by the operative Christchurch District Plan.
19. However, L&R have recommended additional airport protection measures to address matters that are not covered within the planning provisions. Those matters and the relevant mitigations entail:
 - i. Garden City Helicopters’ operations – with helicopter flight path protection surfaces, as provided by CIAL, incorporated in the consent conditions.
 - ii. Airways’ navigational aids- with adoption of the protections / limitations specified by Airways in the consent conditions; and
 - iii. Building generated windshear- with conditions requiring assessment by a suitably qualified and experienced professional in accordance with relevant Australian guidelines.



20. The applicant has adopted these recommendations and incorporated them into the conditions in **Attachment 1**.

Summary

21. The Project will **fully comply** with the relevant Christchurch District Plan methods (rules) for airport protection and otherwise accord with requirements for Designation D1/A2.
22. These methods implement the District Plan's objectives and policies, and collectively these provisions give effect to the Canterbury Regional Policy Statement and ultimately, the purpose of the Resource Management Act 1991.
23. In addition, the Project adopts the measures that are recommended in the Christchurch International Airport Safeguarding Assessment by L+R Airport Consulting, which accounts for the relevant regulatory and policy documents that govern the operations of aerodromes and airspace in New Zealand, and land in the vicinity of airports.
24. On this basis, subject to the conditions in **Attachment 1**, the Project is concluded to have acceptable (and no significant adverse) effects on Christchurch Airport or its operations.



Attachment 1: Proposed (Airport Related) Consent Conditions

Building Height Conditions (new condition 5)

The following consent condition replaces conditions 5, 6 and 7 (and results in consequential amendments to conditions 3a and 4a) as proposed in the application as lodged, noting it provides a comprehensive framework governing building and structure heights across the site.

5. Building Height:

Interpretation and advice notes

A. Interpretation

For the purposes of Conditions 5B and 5F:

- a. “Protection surfaces” and “BGWS trigger planes” are as shown on Capture drawings RC-PG120, RC-PG121, RC-PG122, RC-PG123, RC-PG125, and RC-PG126 (together, *the Airport Safeguarding Set*) attached and marked as **[insert reference]**.
- b. **Advice note:** The Airport Safeguarding Set corresponds, in part, to the Christchurch District Plan provisions in Sub-chapter 6.7 (Aircraft Protection). Those provisions continue to apply to all activities authorised by this consent. Particular attention is drawn to prohibited activities under Rules 6.7.4.1.6 PR1 and 6.7.4.2.6 PR1–PR4.
- c. **Advice note:** Capture drawings RC-PG130, RC-PG131, RC-PG132, RC-PG135 and RC-PG136 are included for guidance as to the height limits relative to existing ground levels imposed by the Airport Safeguarding Set and are not for the purposes of validating building height under condition 5D or determining compliance with Rules 6.7.4.1.6 PR1 and 6.7.4.2.6 PR1–PR4.
- d. “Road boundary” means the legal road boundary of Ryans Road or Grays Road respectively.
- e. Where there is any conflict between the general height limit in Condition 3 and Conditions 5B or 5F, the more restrictive limit prevails.
- f. **Guidance note (role of the 1:35 rule):** The 1:35 relationship upon which the BGWS trigger plane (condition 5F and RC-PG126 and RC-PG136) is based, is treated as a screening trigger, not an absolute control—i.e., proposals that fail the 1:35 test require further technical assessment/mitigation rather than being automatically precluded.
- g. **SQEP definition for Condition 5G:** A “Suitably Qualified and Experienced Professional (SQEP)” for BGWS purposes means a person with demonstrable expertise and experience in Computational Fluid Dynamics and/or Wind Engineering/Aerodynamics applied to airport safety.



Building height – general envelope

B. Airport protection surfaces (primary control)

No building, structure, vegetation or utility (including any part thereof) shall penetrate the airport protection surfaces shown on the Capture drawings RC-PG120, RC-PG121, RC-PG122, RC-PG123, and RC-PG125, except as specified on RC-PG123.

C. Base zone height (secondary control)

Subject to Conditions 5B and 5F, the maximum height of any building or structure shall be 20 m, except that:

- a. Within 15 m of the Ryans Road road boundary, the maximum height shall be 12 m.

D. Survey certification (design, set-out and as-built)

- a. At the time of building consent submission, the Consent Holder shall provide to the Council's Resource Consents Manager (or nominee) ground level, floor level and building height levels in sufficient detail to confirm compliance with Condition 5B (and, where relevant, Condition 5F).
- b. Prior to the building consent inspection of foundations for any building/structure/utility, the Consent Holder shall provide to the Council's Resource Consents Manager (or nominee) a Building Location & Level Certificate prepared by a Registered Surveyor, certifying compliance with Condition 5B (and, where relevant, Condition 5F).
- c. Prior to applying for code compliance certification for any building/structure/utility, as-built certification by a Registered Surveyor shall be provided to the Council's Resource Consents Manager (or nominee) confirming the works as constructed comply with Condition 5B (and, where relevant, Condition 5F).

E. Ongoing notice on titles (consent notice)

A Consent Notice shall be registered on each Computer Freehold Register to secure ongoing compliance with Conditions 5B, 5D and 5F (as applicable to future buildings).

Building generated wind shear (BGWS) trigger and certification

F. BGWS trigger plane (RC-PG126)

No building, structure, or utility shall penetrate the BGWS trigger plane shown on RC-PG126 unless certified under Condition 5G.

G. BGWS certification pathway (where triggering Condition 5F)

Where a proposal would penetrate the BGWS trigger plane on RC-PG126, the Consent Holder may proceed only if:

- a. Certification is provided to the Council's Resource Consents Manager (or nominee) prior to building consent submission for any building/structure/utility by a Suitably Qualified and Experienced Professional (SQEP)—with demonstrable expertise in Computational Fluid Dynamics (CFD) and/or Wind Engineering/Aerodynamics in the airport safety context—that building generated wind shear/turbulence from the proposal do not exceed accepted criteria in *National Airports Safeguarding Framework (NASF)*



Guideline B: Managing the Risk of Building Generated Windshear and Turbulence at Airports and therefore will not adversely affect operations at Christchurch Airport.

Temporary penetrations and construction plant

H. Temporary cranes and construction plant

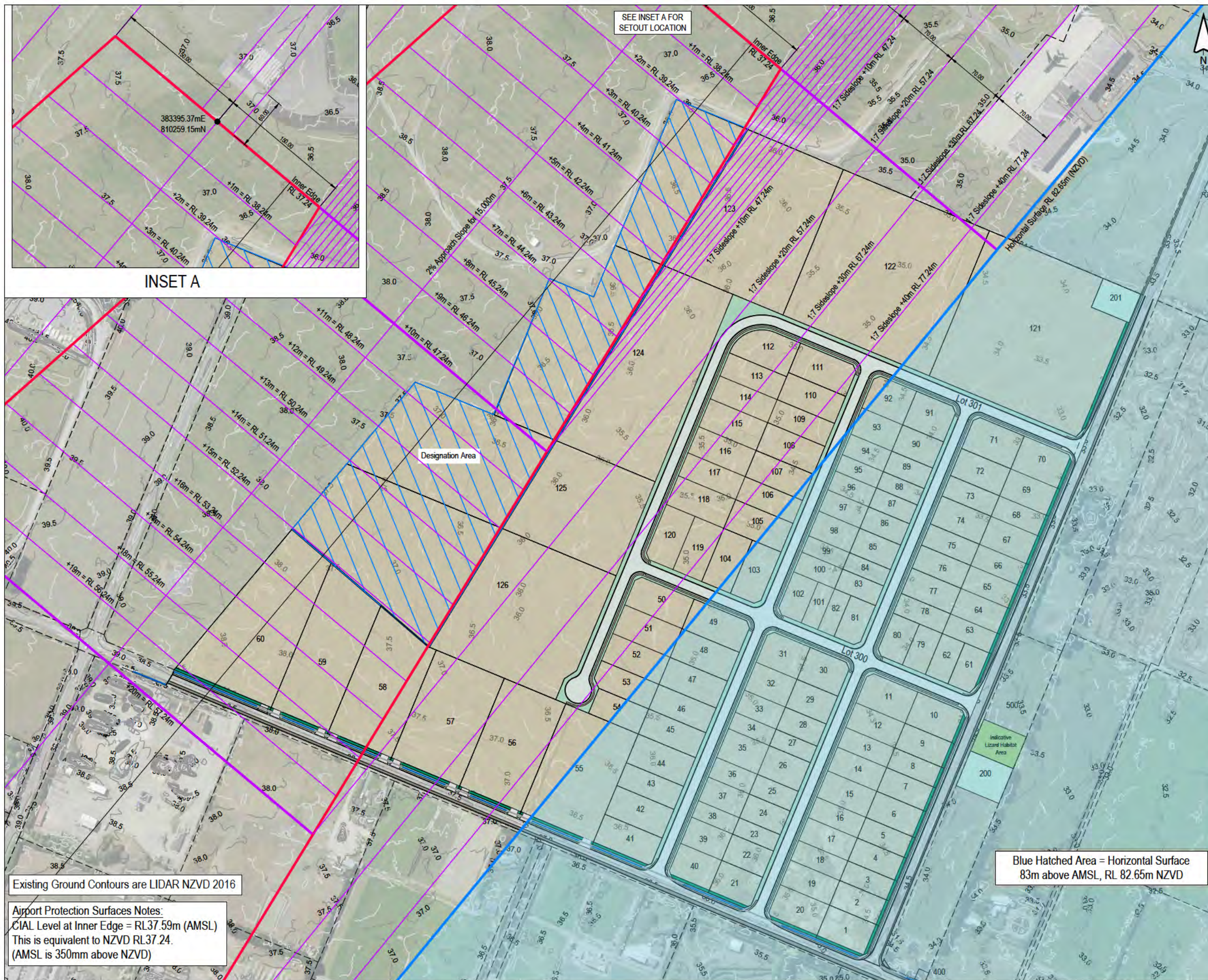
Temporary cranes, masts or other construction plant shall not penetrate the Airport Safeguarding Set planes unless:

- a. A temporary works management plan addressing heights, locations, durations, lighting, and notification protocols is prepared. [*Advice note:* Such a plan should be prepared in accordance with Christchurch Airport's "Requirements for Working at the Airport" document].
- b. Airport operator consent is obtained from Christchurch International Airport Limited.
- c. Civil Aviation Authority (CAA) authorisation is obtained under Civil Aviation Rule Part 77.
- d. Temporary cranes, masts or other construction plant are established and operated in accordance with all requirements specified in clauses a. – c. of this condition.



Plans: Airport Safeguarding Set (Per Condition 5B)

(Capture drawings RC PG120, RC PG121, RC PG122, RC PG123, RC PG125, and RC PG126)



This drawing remains the property of Capture Land Limited and may not be reproduced or amended without written permission. No liability shall be accepted for unauthorised use of this drawing.

NOTES:

1. SCHEME PLAN ONLY, AREAS & DIMENSIONS ARE APPROXIMATE & SUBJECT TO FINAL SURVEY.

REV	DATE	REVISION DETAILS	ISSUED
A	25/02/25	FOR APPROVAL	TL
B	05/08/25	HORIZ SURFACE ADDED	TL
C	07/08/25	MINOR REVISIONS	TL
D	12/08/25	MINOR REVISIONS	TL



CLIENT
CARTER GROUP LIMITED

PROJECT
104 RYANS ROAD, HAREWOOD

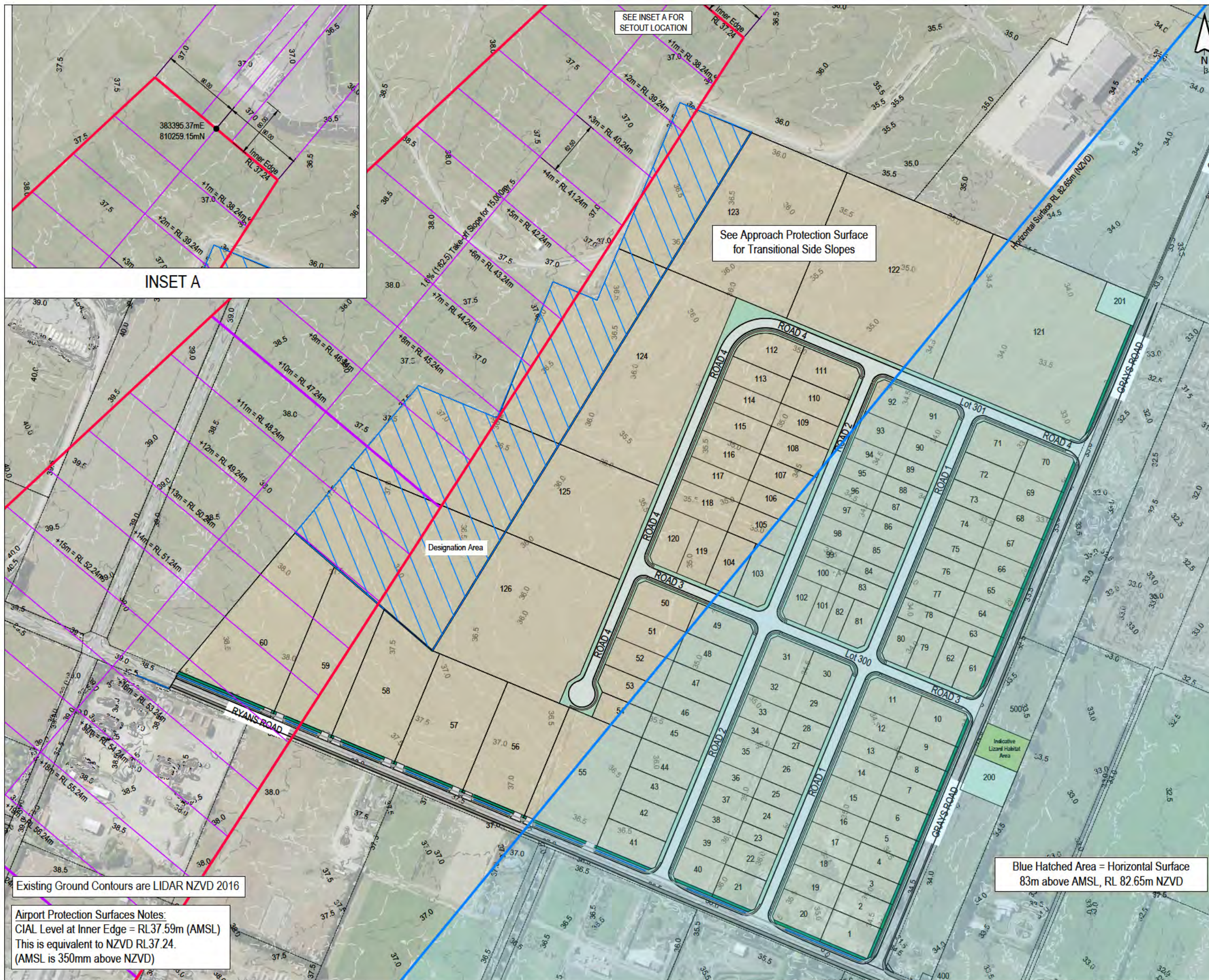
DRAWING TITLE
CIAL RUNWAY APPROACH
PROTECTION SURFACES

STATUS	SCALE	SIZE
FOR APPROVAL	1:4000	A3
PROJECT	DRAWING NO	REVISION
1252	RC-PG120	D

Existing Ground Contours are LIDAR NZVD 2016

Airport Protection Surfaces Notes:
CIAL Level at Inner Edge = RL37.59m (AMSL)
This is equivalent to NZVD RL37.24.
(AMSL is 350mm above NZVD)

Blue Hatched Area = Horizontal Surface
83m above AMSL, RL 82.65m NZVD



INSET A

SEE INSET A FOR
SETOUT LOCATION

See Approach Protection Surface
for Transitional Side Slopes

Designation Area

Blue Hatched Area = Horizontal Surface
83m above AMSL, RL 82.65m NZVD

Existing Ground Contours are LIDAR NZVD 2016

Airport Protection Surfaces Notes:
CIAL Level at Inner Edge = RL37.59m (AMSL)
This is equivalent to NZVD RL37.24.
(AMSL is 350mm above NZVD)

This drawing remains the property of
Capture Land Limited and may not be
reproduced or amended without written
permission. No liability shall be accepted
for unauthorised use of this drawing.

NOTES :

1. SCHEME PLAN ONLY, AREAS & DIMENSIONS
ARE APPROXIMATE & SUBJECT TO FINAL SURVEY.

REV	DATE	REVISION DETAILS	ISSUED
A	25/02/25	FOR APPROVAL	TL
B	05/08/25	GENERAL REVISIONS	TL
C	07/08/25	MINOR REVISIONS	TL
D	12/08/25	MINOR REVISIONS	TL

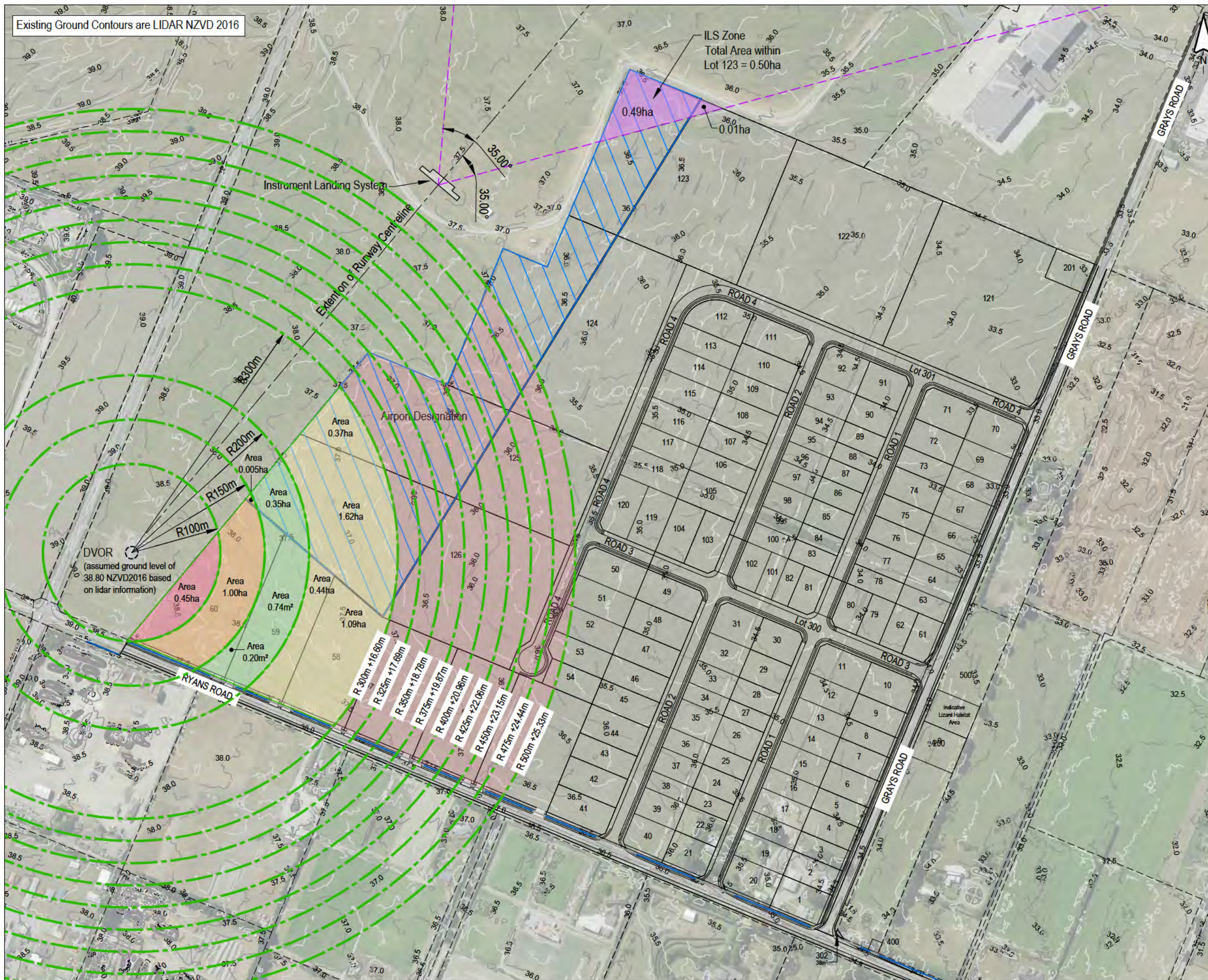


CLIENT
CARTER GROUP LIMITED

PROJECT
104 RYANS ROAD, HAREWOOD

DRAWING TITLE
CIAL RUNWAY TAKE-OFF
PROTECTION SURFACES

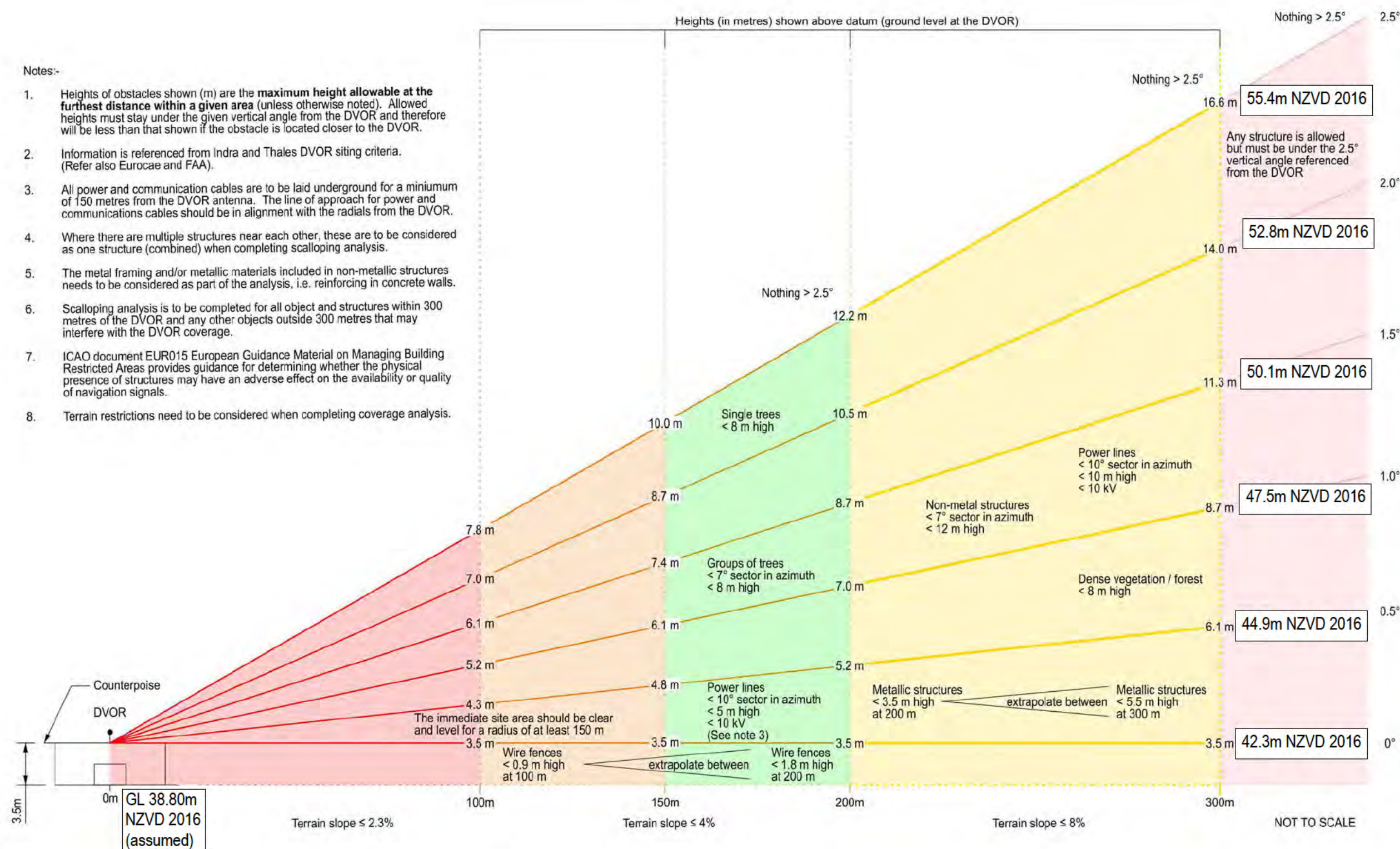
STATUS	SCALE	SIZE
FOR APPROVAL	1:4000	A3
PROJECT	DRAWING NO	REVISION
1252	RC-PG121	D



This drawing remains the property of Capture Land Limited and may not be reproduced or amended without written permission. No liability shall be accepted for unauthorised use of this drawing.

Notes:-

1. Heights of obstacles shown (m) are the **maximum height allowable at the furthest distance within a given area** (unless otherwise noted). Allowed heights must stay under the given vertical angle from the DVOR and therefore will be less than that shown if the obstacle is located closer to the DVOR.
2. Information is referenced from Indra and Thales DVOR siting criteria. (Refer also Eurocae and FAA).
3. All power and communication cables are to be laid underground for a minimum of 150 metres from the DVOR antenna. The line of approach for power and communications cables should be in alignment with the radials from the DVOR.
4. Where there are multiple structures near each other, these are to be considered as one structure (combined) when completing scalloping analysis.
5. The metal framing and/or metallic materials included in non-metallic structures needs to be considered as part of the analysis, i.e. reinforcing in concrete walls.
6. Scalloping analysis is to be completed for all object and structures within 300 metres of the DVOR and any other objects outside 300 metres that may interfere with the DVOR coverage.
7. ICAO document EUR015 European Guidance Material on Managing Building Restricted Areas provides guidance for determining whether the physical presence of structures may have an adverse effect on the availability or quality of navigation signals.
8. Terrain restrictions need to be considered when completing coverage analysis.



REV	DATE	REVISION DETAILS	ISSUED
A	03/02/24	FOR INFO	TL
B	05/08/25	FOR APPROVAL	TL



CLIENT

CARTER GROUP LIMITED

PROJECT

104 RYANS ROAD, HAREWOOD

AIRWAYS RESTRICTION PLAN
(NZ DVOR DESIGNATION SITE &
SITING CRITERIA TABLE)

<i>STATUS</i>	<i>SCALE</i>	<i>SIZE</i>
FOR APPROVAL	Not to Scale	A3
<i>PROJECT</i>	<i>DRAWING NO</i>	<i>REVISION</i>
1252	RC-PG123	B



This drawing remains the property of Capture Land Limited and may not be reproduced or amended without written permission. No liability shall be accepted for unauthorised use of this drawing.

LEGEND :

-  AIRPORT DESIGNATION
-  LIGHTING CONTROL AREA (SEE RULE 6.3.4.5 NC2)

NOTES :

1. SCHEME PLAN ONLY, AREAS & DIMENSIONS ARE APPROXIMATE & SUBJECT TO FINAL SURVEY.
2. LOTS 200-201 ARE TO BE VESTED AS LOCAL PURPOSE UTILITY RESERVES (STORMWATER)
3. LOTS 300-301 ARE TO BE VESTED AS ROAD
4. LOT 400 IS TO BE VESTED AS LOCAL PURPOSE UTILITY RESERVE (WATER)
5. LOT 500 IS A BALANCE LOT.

REV	DATE	REVISION DETAILS	ISSUED
A	25/02/25	FOR APPROVAL	TL
B	12/08/25	MINOR REVISIONS	TL



CLIENT
CARTER GROUP LIMITED

PROJECT
104 RYANS ROAD, HAREWOOD

LIGHTING CONTROL AREA

STATUS	SCALE	SIZE
FOR APPROVAL	1:4000	A3
PROJECT	DRAWING NO	REVISION
1252	RC-PG124	B

Existing Ground Contours are LIDAR NZVD 2016



This drawing remains the property of Capture Land Limited and may not be reproduced or amended without written permission. No liability shall be accepted for unauthorised use of this drawing.

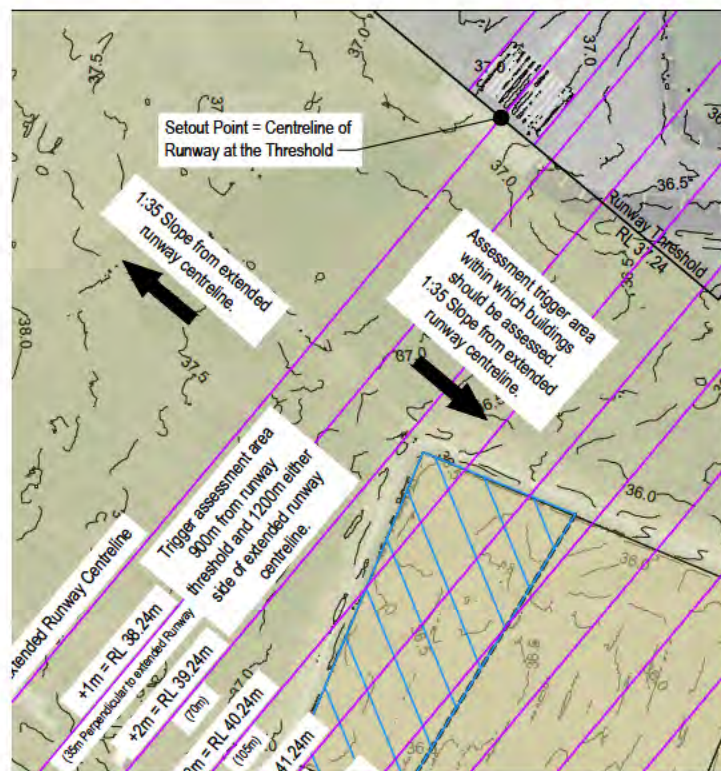
NOTES:

1. SCHEME PLAN ONLY, AREAS & DIMENSIONS ARE APPROXIMATE & SUBJECT TO FINAL SURVEY.
2. GARDEN CITY HELICOPTER PROTECTION SURFACES INFORMATION SUPPLIED FROM CHRISTCHURCH AIRPORT PLAN ASI-1204 REV AB DATED 01/02/2018.

REV	DATE	REVISION DETAILS	ISSUED
A	05/08/25	FOR APPROVAL	TL
B	07/08/25	MINOR REVISIONS	TL
C	12/08/24	MINOR REVISIONS	TL



CLIENT		
CARTER GROUP LIMITED		
PROJECT		
104 RYANS ROAD, HAREWOOD		
DRAWING TITLE		
GARDEN CITY HELICOPTERS PROTECTION SURFACES		
STATUS		SCALE
FOR APPROVAL		1:4000
		SIZE
		A3
PROJECT	DRAWING NO	REVISION
1252	RC-PG125	C



INSET A



This drawing remains the property of Capture Land Limited and may not be reproduced or amended without written permission. No liability shall be accepted for unauthorised use of this drawing.

NOTES:

1. SCHEME PLAN ONLY, AREAS & DIMENSIONS ARE APPROXIMATE & SUBJECT TO FINAL SURVEY.

REV	DATE	REVISION DETAILS	ISSUED
A	05/08/25	FOR APPROVAL	TL
B	07/08/25	GENERAL REVISIONS	TL
C	12/08/25	MINOR REVISIONS	TL
D	13/08/25	MINOR REVISIONS	TL



CLIENT
CARTER GROUP LIMITED

PROJECT
104 RYANS ROAD, HAREWOOD

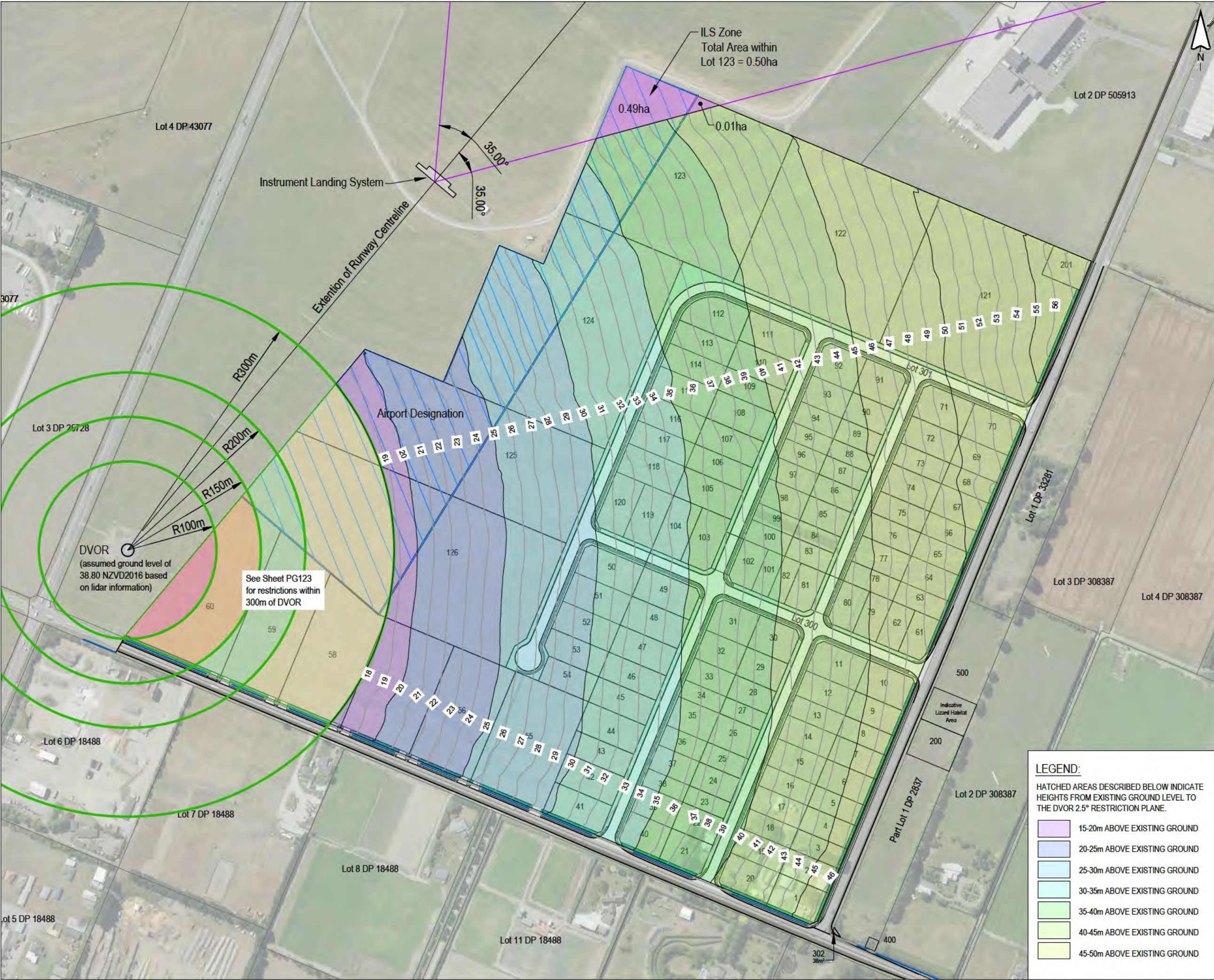
DRAWING TITLE
WINDSHEAR & TURBULENCE ASSESSMENT AREA

STATUS	SCALE	SIZE
FOR APPROVAL	1:4000	A3
PROJECT	DRAWING NO	REVISION
1252	RC-PG126	D



Plans: Plans for Guidance Only (Condition 5A, Advice note b)

(Capture drawings RC PG130, RC PG131, RC PG132, RC PG135 and RC PG136)



This drawing remains the property of Capture Land Limited and may not be reproduced or amended without written permission. No liability shall be accepted for unauthorised use of this drawing.

LEGEND :

- Airport Designation
- Doppler very high frequency omni-directional range (DVOR). Refer to plan PG123 for height restriction requirements.

NOTES :

DVOR Information shown on the plan has been sourced from Airways Plan "NZ DVOR Designation Site & Siting Criteria Graphic" Drawing Number 50253 Issue A.

- Heights of obstacles shown (m) are the maximum at the furthest distance within a given area (unless otherwise noted). Allowed heights must stay under given vertical angle from the DVOR and therefore will be less than shown if the obstacle is located closer to the DVOR.
- Information is referenced from Indra and Thales DVOR siting criteria. (Refer also Eurocae and FAA).
- All power and communication cables are to be laid underground for a minimum of 150m from DVOR antenna. The line of approach for power and communications cables should be in alignment with the radials from the DVOR.
- Where there are multiple structures near each other, these are to be considered as one structure (combined) when completing scalloping analysis.
- The metal framing and/or metallic materials included in non-metallic structures needs to be considered as part of the analysis, i.e reinforcing in concrete walls.
- Scalloping analysis is to be completed for all objects and structures within 300m of the DVOR and any other objects outside 300mm that may interfere with the DVOR coverage.
- ICAO document EUR015 European Guidance Material on Managing Building Restricted Areas provides guidance for determining whether the physical presence of structures have an adverse effect on the availability or quality of navigational signals.
- Terrain restrictions need to be considered when completing coverage analysis.

REV	DATE	REVISION DETAILS	ISSUED
A	29/01/25	FOR APPROVAL	TL



CLIENT
CARTER GROUP LIMITED

PROJECT
104 RYANS ROAD, HAREWOOD

AIRWAYS HEIGHT
RESTRICTION PLAN

STATUS	SCALE	SIZE
FOR APPROVAL	1:4000	A3
PROJECT	DRAWING NO	REVISION
1252	RC-PG132	A

LEGEND:

HATCHED AREAS DESCRIBED BELOW INDICATE HEIGHTS FROM EXISTING GROUND LEVEL TO THE DVOR 2.5° RESTRICTION PLANE.

- 15-20m ABOVE EXISTING GROUND
- 20-25m ABOVE EXISTING GROUND
- 25-30m ABOVE EXISTING GROUND
- 30-35m ABOVE EXISTING GROUND
- 35-40m ABOVE EXISTING GROUND
- 40-45m ABOVE EXISTING GROUND
- 45-50m ABOVE EXISTING GROUND



Wildlife Management Conditions (As lodged, to be amended)

Consent conditions 17 and 18 are presented below as lodged. Condition 17 is proposed to be updated in order to provide greater specificity regarding monitoring and enforcing the plan and managing activities that may increase the risk of birdstrike. Condition 18 will remain unchanged, insofar that a consent notice will be placed on each title in relation to the requirements of condition 17.

17. Prior to development of Lots 1 – 126 for Industrial purposes the Consent Holder shall complete a WHMP prepared by a suitably qualified ecologist specialising in avifauna for the ongoing management and monitoring of bird strike risk at 104 Ryans Road and 20 Grays Road.

The WHMP should be prepared:

a) in consideration of the CIAL WHMP to detail management methods to help reduce bird strike risk associated with the site and CIAL airport operations; and

b) in consultation with CIAL.

Specifically, the WHMP should include:

a) Roles and responsibilities - includes liaising with external stakeholders (e.g., CIAL) to determine the obligations of respective organisations and their personnel.

b) Passive and active management methods – surveillance and monitoring, grounds management specifications (i.e., recommended grass heights to deter high-risk species), and seasonal bird counts (this could be completed by CIAL and/or site surveillance personnel).

c) Landscape and waterbody design standards and mitigations.

d) Waste management procedures.

e) Monitoring and review procedures of WHMP – this should include liaison with CIAL with increases in bird numbers onsite being communicated so appropriate counter-measures can be implemented.

18. A consent notice regarding on going adherence to the WHMP in condition 17 shall be placed on each title (Lots 1 – 126, Lots 200 and 201 and Lots 400 and 500)



Lighting Conditions (As lodged, to be amended)

Consent conditions 9-11 are presented below as lodged. These conditions are proposed to be updated in order to provide greater specificity regarding lighting conditions, such that they more explicitly impose the relevant permitted activity standards in the District Plan (as opposed to referencing the lighting subchapter and provisions more generally, as currently drafted).

9. Glare

a. Future development and construction activities on Lots 7 – 126 for industrial purposes must comply with the District Plan Glare rules in 6.3.4 Control of Glare attached as [Appendix XX] to this decision.

b. For the future development of Lots 7 - 126 for industrial purposes a site-specific lighting plan and assessment prepared by a suitably qualified lighting engineer will be required at time of building consent to demonstrate compliance with NC1 and NC2 as follows:

(i) Within 500m of the threshold of a runway at Christchurch International Airport, those being lots or specific portions of lots 92, 109, 110, 111, 112, 113, 114, 115, 121, 122, 123 and 124 (as shown on the Capture Land Development Plans) any activity will not result in greater than 2.5 lux spill (horizontal or vertical) on to any land outside of the Specific Purpose Airport Zone.

(ii) for lots 7 - 126 assessment against NC2 to ensure non-aeronautical ground lights do not shine above the horizontal.

Advice note: On-going compliance with this condition (b) shall be ensured by way of a Consent Notice pursuant to section 221 of the RMA registered against the Computer Freehold Register to issue for each lot (as detailed below) of the subdivision.

10. Control of Light Spill

a. Future development and construction activities on lots 1 – 126 for industrial purposes must comply with the District Plan Light Spill rules in 6.3.5 Control of Light Spill and 6.3.6 Light Spill Standards by Zone for Industrial zones (permitted lux spill horizontal or vertical 20 Lux) attached as [Appendix XX] to this decision.

11. Lighting within 500m runway threshold

a. Internally illuminated signage shall not be installed within 500m of the runway.

b. There shall be no loading areas within 500m of the runway operating outside daylight hours to avoid the need for yard lighting



Construction Management Conditions (As lodged, to be amended)

Consent conditions 23 and 26-28 are presented below as lodged. These conditions are proposed to be updated to provide greater specificity regarding construction activities and the management of any risks to airfield operations, both during the initial bulk earthworks stage and when the lots themselves are developed. This includes the management of bird-attracting activities, crane heights, and dust; and the implementation of more specific conditions or management plans (such as a dust management plan) to address these matters. Such a condition is envisaged to reference the CIAL publication 'Requirements for Working at the Airport 2023' which is described as a document that 'imposes terms and conditions on those performing work on any land, fences, buildings, building services and equipment owned by CIAL or located on CIAL's land / property'.

23. The draft Earthworks and Construction Management Plans provided with the application are accepted in principle. Prior to construction these will be incorporated into an Environmental Management Plan (EMP) for the site and submitted to Council for reference. All filling and excavation work must be carried out in general accordance with an the EMP which identifies how the environmental risks of the project will be managed.

26. The EMP must include (but is not limited to):

- The identification of environmental risks including erosion, sediment and dust control, spills, wastewater overflows, dewatering, and excavation and disposal of material from contaminated sites;
- A site description, i.e. topography, vegetation, soils, sensitive receptors such as waterways etc;
- Details of proposed activities;
- A locality map;
- Drawings showing the site, type and location of sediment control measures, on-site catchment boundaries and off-site sources of runoff, stockpiles;
- Drawings and specifications showing the positions of all proposed mitigation areas with supporting calculations if appropriate;
- Drawings showing the protection of natural assets and habitats;
- A programme of works including a proposed timeframe and completion date;
- Emergency response and contingency management;
- Procedures for compliance with resource consents and permitted activities;
- Environmental monitoring and auditing, including frequency;
- Corrective action, reporting on solutions and update of the EMP;
- Procedures for training and supervising staff in relation to environmental issues;
- Contact details of key personnel responsible for environmental management and compliance.

Advice note: IDS clause 3.8.2 contains further detail on Environmental Management Plans.

27. The EMP must be implemented on site over the construction phase. No earthworks may commence on site until:

- The Council has been notified (via email to rcmon@ccc.govt.nz) no less than 3 working days prior to work commencing, of the earthworks start date and the name and details of the site supervisor.
- The contractor has received a copy of all resource consents and relevant permitted activity rules controlling this work
- The works required by the EMP have been installed.



An Engineering Completion Certificate (IDS – Part 3, Appendix VII), signed by an appropriately qualified and experienced engineer, is completed and presented to Council. This is to certify that the erosion and sediment control measures have been properly installed in accordance with the EMP.

28. Dust emissions must be appropriately managed within the boundary of the property in compliance with the Regional Air Plan. Dust mitigation measures such as water carts, sprinklers or polymers must be used on any exposed areas. The roads to and from the site, and the site entrance and exit, must remain tidy and free of dust and dirt at all times.



Attachment 2: Designation D1, Diagram A

