

Appendix A: Ryans Road Proposed Conditions – CIAL Amendments

Applicants Original Proposed Conditions (as submitted)	Applicants Amended Conditions – 15 th August 2025	CIAL Proposed Amendments	CIAL Comments
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Key for CIAL requested amendments:

- Proposed additions are **underlined**.
- Proposed deletions are **~~struck through~~**.

CIAL reserves the right to comment on any proposed or draft conditions further.

Part 1: Christchurch City Council Land Use Conditions			
1.	Except where varied by the conditions of this consent the development must proceed in general accordance with the information and plans submitted with the application, including the Capture Land Development Consultant Scheme Plans dated 10 March 2025. Advice note: This resource consent will lapse five years from the date of this decision unless it is given effect to (i.e. the activity is established) before then. Application may be made under Section 125 of the Resource Management Act 1991 to extend the period for giving effect to the resource consent, and this must be submitted and approved prior to the consent lapsing.	Except where varied by the conditions of this consent the development must proceed in general accordance with the information and plans submitted with the application, including the Capture Land Development Consultant Scheme Plans dated <u>insert reference</u>. Advice note: This resource consent will lapse five years from the date of this decision unless it is given effect to (i.e. the activity is established) before then. Application may be made under Section 125 of the Resource Management Act 1991 to extend the period for giving effect to the resource consent, and this must be submitted and approved prior to the consent lapsing.	
Condition 2			CIAL reserves comment.

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Activity and Built Form Conditions on Lots 1 - 126				
3	a. Excepted as modified below in b., the future development of lots 1 -126 for industrial uses must comply with the District Plan Activity Standards for the Industrial General Zone at rule 16.4.1.1 Permitted activities attached as [Appendix XX] to this decision. b. Notwithstanding condition 3 a. above, the following activities (as defined in the District Plan) are not authorized by this consent on lots 1-126: • Residential Activities / Residential Units (including for management / security purposes), • Education Activities, • Service Stations, • Yard based landscape/ garden suppliers, and • Heavy Industrial Activities (Fish Processing or Packing Plants and Abattoirs or Freezing Works)	<i>CIAL notes Applicants conditions amendments table (15th August 2025) incorrectly identifies the original condition 3 as only applying to Lots 1-57 and 61-126 and requests this be amended to apply to Lots 1-126. This is unnecessary as the condition when originally lodged already applied to Lots 1-126.</i>	a. Excepted as modified below in b. <u>and c.</u>, the future development of lots 1 -126 for industrial uses must comply with the District Plan Activity Standards for the Industrial General Zone at rule 16.4.1.1 Permitted activities attached as [Appendix XX] to this decision. b. Notwithstanding condition 3 a. above, the following activities (as defined in the District Plan) are not authorized by this consent on lots 1-126: • Residential Activities / Residential Units (including for management / security purposes), • Education Activities, • Service Stations, • Yard based landscape/ garden suppliers, and • Heavy Industrial Activities (Fish Processing or Packing Plants and Abattoirs or Freezing Works) <u>c. Notwithstanding condition 3 a. above, any activities that would generate any of the following effects are not authorised by this consent on</u>	CIAL requests the proposed amendment to align the condition with the REPA protections against incompatible activities laid out in the CDP.

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			<u>land on Lots 123-126 subject to Designation D1:</u> • <u>Mass assembly of people;</u> • <u>Release of any substance which would impair visibility or otherwise interfere with the operation of aircraft including the creation of smoke, dust and steam;</u> • <u>The use or storage of hazardous substances exceeding the quantities permitted within the underlying zone;</u> • <u>Production of direct light beams or reflective glare which could interfere with the vision of a pilot, excluding reflections or lights from motor vehicles;</u> • <u>Production of radio or electrical interference which could affect aircraft communications or navigational equipment; and</u> • <u>Attraction of birds, including waterbodies (including swales or retention basins for the management of storm water).</u>	
4.	a. Except as modified below in b., the future development of lots 1 – 57 and 61 - 126 must comply with the Built Form Standards in Rule 16.4.2 - Industrial General Zone attached as	a. Except as modified below in b., the future development of lots 1 –57 and 61 - 126 must comply with the Built Form Standards in Rule 16.4.2 - Industrial General Zone attached as	a. Except as modified below in b., the future development of lots 1 –57 and 61 - 126 must comply with the Built Form Standards in Rule 16.4.2 - Industrial General Zone attached as	CIAL requests that development on Lots 58-60 is restricted as per conditions 6 & 7 below to minimise potential for interference with the DVOR navigation system, alongside any changes

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	[Appendix XX] to this decision; except that: b. The minimum building setback from Grays Road and Ryans Road shall be 3m. Note: See building height condition below in 5.	[Appendix XX] to this decision; except that: b. The minimum building setback from Grays Road and Ryans Road shall be 3m. Note: See building height condition below in 5.	[Appendix XX] to this decision; except that: b. The minimum building setback from Grays Road and Ryans Road shall be 3m. Note: See building height condition below in 5.	recommended in the aeronautical assessment requested by CIAL.
5	<i>CIAL notes there was no proposed Condition 5 in the originally submitted application.</i>	5. Building Height: <u>Interpretation and advice notes</u> A. Interpretation <u>For the purposes of Conditions 5B and 5F:</u> <u>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].</u> <u>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.</u>	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.	CIAL requests the proposed amendment to improve the clarity of the condition, improve controls around buildings that may be impacted by building generated windshear and turbulence, and improve controls around construction cramage and other construction activity potentially breaching height planes.

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	<u>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.</u> <u>d. “Road boundary” means the legal road boundary of Ryans Road or Grays Road respectively.</u> <u>e. Where there is any conflict between the general height limit in Condition 3 and Conditions 5B or 5F, the more restrictive limit prevails.</u> <u>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.</u> <u>g. SQEP definition for Condition 5G: A “Suitably Qualified and Experienced Professional (SQEP)” for BGWS purposes means a person with demonstrable expertise and</u>	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	

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	<u>experience in Computational Fluid Dynamics and/or Wind Engineering/Aerodynamics applied to airport safety.</u> <u>Building height – general envelope</u> <u>B. Airport protection surfaces (primary control)</u> <u>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.</u> <u>C. Base zone height (secondary control)</u> <u>Subject to Conditions 5B and 5F, the maximum height of any building or structure shall be 20 m, except that:</u> <u>a. Within 15 m of the Ryans Road road boundary, the maximum height shall be 12 m.</u> <u>D. Survey certification (design, set-out and as-built)</u> <u>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</u>	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	

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	<u>confirm compliance with Condition 5B (and, where relevant, Condition 5F).</u> <u>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).</u> <u>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).</u> <u>E. Ongoing notice on titles (consent notice)</u> <u>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).</u> <u>Building generated wind shear (BGWS) trigger and certification</u>	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 <u>and turbulence</u> (BGW<u>ST</u>) trigger and certification	

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	<u>F. BGWS trigger plane (RC-PG126)</u> <u>No building, structure, or utility shall penetrate the BGWS trigger plane shown on RC-PG126 unless certified under Condition 5G.</u> <u>G. BGWS certification pathway (where triggering Condition 5F)</u> <u>Where a proposal would penetrate the BGWS trigger plane on RCPG126, the Consent Holder may proceed only if:</u> <u>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.</u>	F. BGWSI trigger plane (RC-PG126) No building, structure, or utility (or part thereof) shall penetrate the BGWSI trigger plane shown on RC-PG126 unless certified under Condition 5G. G. BGWSI certification pathway (where triggering Condition 5F) Where a proposal would penetrate the BGWSI trigger plane on RCPG126, the Consent Holder may proceed only if: a. Certification is provided to the Council’s Resource Consents Manager (or nominee) <u>having first consulted with Christchurch International Airport Limited</u> 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	

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		will not adversely affect operations at Christchurch Airport.; and	
		b. Written certification is received from the Council’s Resource Consents Manager (or nominee); and	
		c. Written approval is received from Christchurch International Airport Limited.	
	H. Temporary cranes and construction plant	H. Temporary cranes and construction plant	
	<u>Temporary cranes, masts or and other construction plant (including any part thereof) shall not penetrate the Airport Safeguarding Set planes the airport protection surfaces shown on the Capture drawings RC-PG120, RC-PG121, RC-PG122, RC-PG123, and RC-PG125 unless:</u>	Temporary cranes, masts or and other construction plant (including any part thereof) shall not penetrate the Airport Safeguarding Set planes the airport protection surfaces shown on the Capture drawings RC-PG120, RC-PG121, RC-PG122, RC-PG123, and RC-PG125 unless:	
	<u>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];</u>	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]-.; and	
	<u>b. Airport operator consent is obtained from Christchurch International Airport Limited;</u>	b. Airport operator consent is obtained from Christchurch International Airport Limited-.; and	
		c. Civil Aviation Authority (CAA) authorisation is obtained under Civil	

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		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.	Aviation Rule Part 77-; and 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.	
		Built Form Conditions on Lots 58 - 60		
6.	a. Except as modified below in b. and c. the future development of lots 58 – 60 must comply with the Built Form Standards in District Plan Rule 17.5.2– Rural Urban Fringe attached as [Appendix XX] to this decision. b. The maximum height of any building, structure, tree or utility shall be 12m. c. The maximum site coverage standard in 17.5.2.6 and Vehicle trips standard in 17.5.2.7 do not apply.	a. Except as modified below in b. and c. the future development of lots 58 – 60 must comply with the Built Form Standards in District Plan Rule 17.5.2– Rural Urban Fringe attached as [Appendix XX] to this decision: b. The maximum height of any building, structure, tree or utility shall be 12m. c. The maximum site coverage standard in 17.5.2.6 and Vehicle trips standard in 17.5.2.7 do not apply.	No industrial development may occur on Lots 59-60. Future development of Lots 59-60 must comply with the DVOR siting criteria as depicted on RC-PG123.	CIAL requests that no industrial development is permitted on Lots 59 – 60 to minimise potential for interference with the DVOR navigation system, alongside any changes recommended in the aeronautical assessment requested by CIAL.
7.	The maximum height of any building on lots 1 - 126 must comply with the Christchurch International Airport's Protection Surfaces as specified in Rule 6.7.4.4 of the Christchurch District Plan and as illustrated in the Capture Land Development Plans RC-PG 120 and RC-PG 121.	The maximum height of any building on lots 1 – 126 must comply with the Christchurch International Airport's Protection Surfaces as specified in Rule 6.7.4.4 of the Christchurch District Plan and as illustrated in the Capture Land Development Plans RC-PG 120 and RC-PG 121.	Future development on Lot 58 must comply with the Built Form Standards in Rule 16.4.2 - Industrial General Zone attached as [Appendix XX] to this decision; except that it must be: a. be limited in height to 12m for non-metallic structures; and	CIAL requests that development on Lot 58 is restricted to minimise potential for interference with the DVOR navigation system, alongside any changes recommended in the aeronautical assessment requested by CIAL.

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Advice note: On-going compliance with this condition 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.	Advice note: On-going compliance with this condition 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.	<u>b. be limited to 3.5m in height for metallic structures.</u>	
Other General Development Conditions – Noise, Outdoor Lighting, Aircraft , Protection, Signs			
	Condition 8		CIAL reserves comment.
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>[Condition wording to be updated 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).]</i>	Glare a. Future development and construction activities on Lots 7 – 126 for industrial purposes must comply with the <u>permitted</u> District Plan Glare rules in 6.3.4.1 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 <u>must be submitted to the Council for certification</u> will be required <u>prior to the issue of any</u> building consent to demonstrate compliance with NC1 and NC2 as follows:	CIAL requests these amendments to require the activities to be in accordance with the permitted CDP rules to avoid potential adverse effects on the airport, and to ensure appropriate methods for review and approval of the lighting assessments are in place.

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	(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.		(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	<i>[Condition wording to be updated 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).]</i>	Control of Light Spill	CIAL requests these amendments to require the activities to be in accordance with the permitted CDP rules to avoid potential adverse effects on the airport.
	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		a. Future development and construction activities on lots 1 – 126 for industrial purposes must comply with the permitted District Plan Light Spill rules in 6.3.5.1 Control of Light Spill and 6.3.6 Light Spill Standards by Zone for Industrial zones (permitted lux	

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	horizontal or vertical 20 Lux) attached as [Appendix XX] to this decision		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	<i>[Condition wording to be updated 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).]</i>	Lighting within 500m runway threshold <u>Future development and construction activities 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), must comply with the following:</u> a. Internally No 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. <u>c. Parking areas within 500m of the runway must be lit to PR4 standard (>1.3lux average, <2.5lux max).</u> <u>d. There shall be no other exterior lighting within 500m of the runway threshold, including façade and yard lighting.</u>	These changes align with the suggested/example mitigation measures within section 4.2.2 of the lighting report submitted by the Applicant. CIAL requests these mitigation measures be included as recommended by the submitted lighting report as they relate to the highly sensitive 500m area surrounding the runway to prevent adverse effects on the airport.

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X.			Construction Lighting <u>No future development and construction activities on Lots 1-126 may occur during the hours of darkness to avoid the need for external artificial lighting relating to construction.</u>	Subdivision condition '85 Construction Stage Lighting' prevents any construction during the hours of darkness that would require artificial lighting. CIAL proposes a similar land use condition is included to manage the effects of future construction/industrial development of the lots post-subdivision.
12.	Aircraft Protection a. Future development and construction on lots 1 – 126 for industrial purposes must comply with the District Plan Aircraft Protection rules in 6.7.4 including: - 6.7.4.1 Protection Surfaces, - 6.7.4.2 Runway End Protection Surfaces, - 6.7.4.3 Birdstrike Management Areas, and - 6.7.4.4 Protection Surfaces for Christchurch International Airport attached as [Appendix XX] to this decision.	<i>[Condition deleted in its entirety and incorporated into revised condition 5].</i>	Aircraft Protection <u>a. Future development and all structures and activities relating to construction on lots 1 – 126 must comply with the District Plan Aircraft Protection permitted activity rules in 6.7.4 including:</u> <u>- 6.7.4.1.1 Protection Surfaces</u> <u>- 6.7.4.2.1 Runway End Protection Surfaces</u> <u>- 6.7.4.3.1 Birdstrike Management Areas</u> <u>- 6.7.4.4 Protection Surfaces for Christchurch International Airport</u>	CIAL opposes deletion of Condition 12 as condition 5 only controls the height of development and does not address all potential safety risks of development on aviation safety. CIAL requests Condition 12 be retained and amended to clarify future development must comply with the permitted activity rules of Chapter 6.7.4.

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			attached as [Appendix XX] to this decision.	
	Conditions 12-14			CIAL reserves comment.
	Transport Conditions	Conditions 15-16		CIAL reserves comment.
	Avifauna Ongoing Management – Wildlife Hazard Management Plan (WHMP)			
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	<i>Condition wording to be updated to provide greater specificity regarding monitoring and enforcing the plan, managing activities that may increase the risk of birdstrike and initial vs. ongoing management requirements].</i>	CIAL requests that Condition 17 is amended as necessary to address the following matters: > <i>It is inappropriate for the proposed consent condition to exclude a mechanism for certification of the WHMP by the Council. The condition should be amended to include a certification mechanism.</i> > <i>Given the proximity of the basins to the airport runway, the proposed consent condition should specifically identify how the WHMP will address the management of the stormwater system, should waterfowl or other birdlife be observed using these areas, to minimise the increased risk of bird strike.</i>	CIAL considers that the application and proposed conditions do not sufficiently manage or mitigate the risk of bird strike and therefore requests the additional amendments.

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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.		> <i>The stormwater basins, when dry, would be attractive for roosting to multiple bird species that have a risk of bird strike. Given this elevated risk, the proposed consent condition should specifically identify how the WHMP will address the management of the stormwater basins, should birdlife be observed using these areas, to minimise the increased risk of bird strike.</i> > <i>Construction activities (such as sediment retention ponds, trenching, excavation and stockpiling) have the potential to attract birdlife increasing the risk of bird strike. This has not been considered in the Construction Management Plan submitted with the application, and the proposed consent condition fails to identify how the WHMP will address the bird-related risks that may arise during construction activities.</i> > <i>The proposed consent condition fails to identify how the WHMP will address the potential for bird attraction to flat-roofed buildings nor remedial measures should this occur. CIAL requests it is updated to address this.</i>	

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		<i>CIAL requests that the conditions also be amended to require the WHMP to provide detail of:</i> > <i>The monitoring process including:</i> ○ <i>Defining acceptable bird numbers and detailing observation frequency.</i> ○ <i>Identifying who will conduct the monitoring, including what qualifications and experience are necessary for the monitor.</i> ○ <i>Detailing how data will be captured and what reporting methods will be utilised.</i> > <i>Active management actions that will be available in the event of excessive bird numbers and what triggers that will prompt their implementation.</i> > <i>Remedial actions if risks are identified.</i> > <i>Reporting and communicating findings and actions to stakeholders.</i> > <i>Review frequency of the WHMP.</i> > <i>Consultation with relevant stakeholders throughout the development process, including CIAL.</i>	

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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)			
Consent Notices				
19	On-going compliance with following conditions of this land use consent 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. • Condition 6 Height Restrictions: The maximum height of any building on Lots 1 -126 must comply with the Christchurch International Airport's Protection Surfaces as specified in Rule 6.7.4.4 of the Christchurch District Plan and as illustrated in the Capture Land Development Plans RC-PG 120 and RC-PG 121. • Condition 9 (b) Glare: Specific lighting design reports / assessment required for Lots 7 – 126 at time building consent to demonstrate compliance with Glare Standards. • Condition 17 WHMP: Ongoing requirements for each lot to comply with the WHMP.	<i>Consequential changes, insofar that changes to conditions 5, 7, 9 and 17 are proposed as described above.</i> <i>Comment: To be moved to subdivision consent conditions, as per feedback from CCC in their completeness check</i> <i>** Condition 5 and 7 Height Restrictions: The maximum height of any building on Lots 1 -126 must comply with the Christchurch International Airport's Protection Surfaces as specified in Rule 6.7.4.4 of the Christchurch District Plan and as illustrated in the Capture Land Development Plans RC-PG 120 and RC-PG 121.</i>		<i>CIAL requests that this condition is further amended to address the requested amendments and additional conditions.</i>

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Part 2: Christchurch City Council Subdivision Conditions				
	Scheme Plan and Staging	Conditions 1 -11		CIAL reserves comment.
	Quality Assurance	Conditions 12-17		CIAL reserves comment.
	Cultural Conditions	Condition 18		CIAL reserves comment.
	Earthworks / Erosion and Sediment Control	Conditions 19-21		CIAL reserves comment.
22	The Erosion and Sediment Control Plan must show the positions of all stockpiles on site. Temporary mounds must be grassed or covered to prevent erosion until such time as they are removed/reused.			CIAL reserves comment.
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	<i>[Condition to be amended 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</i>		CIAL reserves the right to review and comment on the updated condition. Given the close proximity of the site to the main runway and underneath the helicopter flight paths, management of matters such as dust, bird attracting activities and crane heights during the construction period is critical.

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	identifies how the environmental risks of the project will be managed.	<i>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'.]</i>		
	Conditions 24-25			CIAL reserves comment.
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	<i>[Condition to be amended 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,</i>		CIAL reserves the right to review and comment on the updated condition. Given the close proximity of the site to the main runway and underneath the helicopter flight paths, management of matters such as dust, bird attracting activities and crane heights during the construction period is critical.

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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	<i>fences, buildings, building services and equipment owned by CIAL or located on CIAL's land / property'.]</i>		

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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.	<i>[Condition to be amended 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'.]</i>		CIAL reserves the right to review and comment on the updated condition. Given the close proximity of the site to the main runway and underneath the helicopter flight paths, management of matters such as dust, bird attracting activities and crane heights during the construction period is critical.
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	<i>[Condition to be amended 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</i>		CIAL reserves the right to review and comment on the updated condition. Given the close proximity of the site to the main runway and underneath the helicopter flight paths, management of

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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	<i>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'.]</i>		earthworks and stockpiling activities to prevent the discharge of dust is critical.
	Conditions 29 - 36		CIAL reserves comment.
NES / Contamination	Conditions 37-40		CIAL reserves comment.
Geotechnical	Condition 41		CIAL reserves comment.
Water Supply	Conditions 42-50		CIAL reserves comment.
Wastewater/ Sewer	Conditions 51-59		CIAL reserves comment.
Stormwater	Conditions 60-77		CIAL reserves comment.
Access Construction Standards	Condition 78		CIAL reserves comment.
Transport			

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79	Street Lighting Street lighting is to be installed in the new road(s) to vest in compliance with Part 11 (Lighting) of the Infrastructure Design Standard. Streetlights must use of warm colour temperature ($\leq 3000\text{K}$) and light streets within 500m of the runway to PR4 standard ($>1.3\text{lux}$ average, $<2.5\text{lux}$ maximum).		Street Lighting Street lighting is to be installed in the new road(s) to vest in compliance with Part 11 (Lighting) of the Infrastructure Design Standard. Streetlights must use of warm colour temperature ($\leq 3000\text{K}$) and light streets within 500m of the runway to PR4 standard ($>1.3\text{lux}$ average, $<2.5\text{lux}$ maximum). <u>Street lights must not shine above the horizontal.</u>	CIAL requests the amendment to protect aircraft operations from adverse light spill.
Construction Stage Lighting		Conditions 80-84		CIAL reserves comment.
85	There shall be no construction requiring artificial lighting during the hours of darkness.	<i>[Amend condition to provide for exceptions authorised by CIAL and CAA, consistent with new condition 5H]</i>		CIAL supports this condition.
	Landscaped Setback Ryans and Grays Roads	Condition 86		CIAL reserves comment.
	Streetscape Landscape Plans	Conditions 87-94		CIAL reserves comment.
	Lizard Management	Conditions 95-98		CIAL reserves comment.
	Avifauna Management During Subdivision Construction			

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99	Birdstrike Management – Stormwater Basin 1. During the operation of the stormwater basin, the following must be complied with: a. Regular monitoring for bird usage or evidence of bird activity (e.g. guano) must be undertaken after a moderate rain event (10mm or more in a 24 hour period); b. The grass sward must be maintained between 200-300 millimetres, to reduce the attractiveness of the grass to birds; c. Assessment of water retention and appropriate water discharge after moderate rain events (10mm or more in a 24-hour period) must be undertaken to confirm that appropriate drainage is occurring, with no obstructions; d. The basin must be maintained to prevent hollows that hold standing water, and the banks should remain as steep as feasibly possible; If birds do congregate after a rain event, Christchurch International Airport must be informed. The birds must not be disturbed without guidance on the best dispersal techniques as this could increase any bird strike risk. Note:	<i>[Condition wording to be updated to provide greater specificity regarding monitoring and enforcing the plan, managing activities that may increase the risk of birdstrike and initial vs. ongoing management requirements].</i> <i>[References to condition numbers to be reviewed/updated]</i>	CIAL requests that Condition 99 is amended as necessary to address the following matters: > <i>It is inappropriate for the proposed consent condition to exclude a mechanism for certification of the WHMP by the Council. The condition should be amended to include a certification mechanism.</i> > <i>Given the proximity of the basins to the airport runway, the proposed consent condition should specifically identify how the WHMP will address the management of the stormwater system, should waterfowl or other birdlife be observed using these areas, to minimise the increased risk of bird strike.</i> > <i>The stormwater basins, when dry, would be attractive for roosting to multiple bird species that have a risk of bird strike. Given this elevated risk, the proposed consent condition should specifically identify how the WHMP will address the management of the stormwater basins, should birdlife be observed using these areas, to</i>	CIAL considers that the application and proposed conditions do not sufficiently manage or mitigate the risk of bird strike and therefore requests the additional amendments.

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Birds on the ground pose no threat to aircraft. e.If birds are attracted to the basin - either when it is dry or after storm events - a management plan must be drafted by a suitably qualified avifauna ecologist with waterfowl experience, that guides how to discourage birds from using the basin. 2. The consent holder must report to Council on a quarterly basis (email to rcmon@ccc.govt.nz) of compliance of the condition 101.1 including actions taken during rain events, maintenance undertaken and communication with the Christchurch International Airport. 3. Alternatively, the consent holder must provide a report assessed by a suitably qualified and experienced Avifauna Specialist in which any recommendations provided are adopted. 4. Conditions 101.2 and 101.3 will apply until the Council infrastructure has been vested		<i>minimise the increased risk of bird strike.</i> <i>CIAL requests that the conditions also be amended to require the WHMP to provide detail of:</i> > <i>The monitoring process including:</i> ○ <i>Defining acceptable bird numbers and detailing observation frequency.</i> ○ <i>Identifying who will conduct the monitoring, including what qualifications and experience are necessary for the monitor.</i> ○ <i>Detailing how data will be captured and what reporting methods will be utilised.</i> > <i>Active management actions that will be available in the event of excessive bird numbers and what triggers that will prompt their implementation.</i> > <i>Remedial actions if risks are identified.</i> > <i>Reporting and communicating findings and actions to stakeholders.</i> > <i>Review frequency of the WHMP.</i>	

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			Consultation with relevant stakeholders throughout the development process, including CIAL.	
100	Avifauna Management – Construction and earthworks stage Prior to development, CGL will provide a site WHMP. The WHMP should be prepared in consideration of the CIAL WHMP to detail management methods to help reduce bird strike risk associated with the site and CIAL airport operations. Specifically, the WHMP should outline: • Pre-development mitigations e.g., mowing site grass to disperse birds in a southward direction away from the CIAL flight path. • Communication plan of development timelines with CIAL before development works take place to mitigate potential avifauna issues and offer support if any issues arise. • Roles and responsibilities - includes liaising with external stakeholders (e.g., CIAL) to determine the obligations of respective organisations and their personnel. • Passive and active management methods – surveillance and monitoring, grounds management	<i>[Condition wording to be updated to provide greater specificity regarding monitoring and enforcing the plan, managing activities that may increase the risk of birdstrike and initial vs. ongoing management requirements].</i>	CIAL requests that Condition 100 is amended as necessary to address the following matters: > <i>It is inappropriate for the proposed consent condition to exclude a mechanism for certification of the WHMP by the Council. The condition should be amended to include a certification mechanism.</i> > <i>Construction activities (such as sediment retention ponds, trenching, excavation and stockpiling) have the potential to attract birdlife increasing the risk of bird strike. This has not been considered in the Construction Management Plan submitted with the application, and the proposed consent condition fails to identify how the WHMP will address the bird-related risks that may arise during construction activities.</i> CIAL requests that the condition also be amended to require the WHMP to provide detail of: > <i>The monitoring process including:</i>	CIAL considers that the application and proposed conditions do not sufficiently manage or mitigate the risk of bird strike and therefore requests the additional amendments.

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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). •Landscape design standards. •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.		○ <i>Defining acceptable bird numbers and detailing observation frequency.</i> ○ <i>Identifying who will conduct the monitoring, including what qualifications and experience are necessary for the monitor.</i> ○ <i>Detailing how data will be captured and what reporting methods will be utilised.</i> > <i>Active management actions that will be available in the event of excessive bird numbers and what triggers that will prompt their implementation.</i> > <i>Remedial actions if risks are identified.</i> > <i>Reporting and communicating findings and actions to stakeholders.</i> > <i>Review frequency of the WHMP.</i> <i>Consultation with relevant stakeholders throughout the development process, including CIAL.</i>	
Existing Buildings	Condition 101		CIAL reserves comment.
Telecommunications and Energy	Conditions 102-103		CIAL reserves comment.
Consent Notices	Condition 104		CIAL reserves comment.

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	Part 3: Canterbury Regional Council: Earthworks Land Use Conditions			CIAL reserves comment.
	Part 4: Canterbury Regional Council Water Permit Conditions Part 5: CRC Stormwater Discharge Consent Conditions			CIAL reserves comment. CIAL reserves comment in relation to these specific conditions. CIAL continues to request the Application be amended to remove stormwater basins from the stormwater design and discharge all water via in-ground soakage.
	Part 6: Department of Conservation: Wildlife Approval Conditions			CIAL reserves comment.