

2 April 2026

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Fast Track Approvals Act 2024 – FTAA-2504-1054

Christchurch City Council Reference – RMA/2025/1208

104 RYANS ROAD, HAREWOOD

1. The purpose of this memorandum is to respond to the request made by Expert Panel in Minute 16, dated 26 March 2026, for comment on the draft conditions of consent from Christchurch City Council (CCC).

2. Comment on draft conditions is provided in Appendix 1. Comments provided are limited to consideration of the administration, enforceability, and clarity of the conditions. While CCC has not sought to re-evaluate the merits of the conditions, reference has been made to the draft decision of the Expert Panel to resolve any perceived ambiguity in condition wording.

3. In general, comment is reserved to conditions for which a difficulty of administration, enforcement, or ambiguity has been identified.

Construction Noise and Vibration Management Plan

4. In point 10 (b) of Minute 16 the Expert Panel has requested comment on whether a Construction Noise and Vibration Management Plan (CNVMP) is considered necessary.


5. As noted by the Panel the Applicant's Acoustic Assessment, prepared by Mark Lewthwaite of Powell Fenwick, included consideration of the likely effects of construction noise and vibration within the surrounding environment. Council's Environmental Health Officer, Kirsten Rayne, reviewed the Applicant's acoustic assessment and agreed with the conclusions reached. Neither Mr Lewthwaite nor Ms Rayne recommended conditions to manage construction noise and vibration over that volunteered by the applicant.

6. The Applicant's Draft Construction Management Plan (CMP) did identify noise and vibration as matters requiring management, albeit having limited detail, with overarching conditions of the CMP requiring monitoring, incident response and corrective action, and the establishment and maintenance of a complaints register. This CMP was required by subdivision consent condition 23 (most recent numbering) to be incorporated into an Environmental Management Plan (EMP).

7. To ensure that the construction noise and vibration aspects of the CMP are reflected in the EMP, I have recommended an addition to subdivision condition 26 to explicitly require a CNVMP.

Conclusion

8. I trust that this response assists and am happy to respond to any queries the Panel may have in relation to these comments.

Assessment officer:	Delegated authority:
 <p data-bbox="97 412 280 477">Francis White Senior Planner</p>	 <p data-bbox="762 450 1114 521">Paul Lowe Manager Resource Consents</p>

Appendix 1 – CCC Comment on draft conditions of consent

ATTACHMENT 2A

RYANS ROAD INDUSTRIAL DEVELOPMENT – **DRAFT** CHRISTCHURCH CITY COUNCIL CONSENT CONDITIONS 26/03/26

PART 1: CHRISTCHURCH CITY COUNCIL S9(3) RMA LAND USE CONSENT CONDITIONS

PART 2: CHRISTCHURCH CITY COUNCIL S11 RMA SUBDIVISION CONDITIONS

Column 1: Applicant's Proposed Conditions – Section 55 Response	Column 2: Summary of Section 53 Comments and Response to Changes Requested	Column 3: CCC comment on Panel proposed conditions and comments
<p>Note: Green cells indicate the condition wording is agreed between CGL and CCC with no changes from CCC's Appendix 16 conditions in response to s53 comments.</p> <p>Note: Orange cells indicate the condition wording has been changed (red text) from CCC's Appendix 16 conditions in response to the s53 comments received from CRC, SDC, DOC, CIAL or Airways and provides reasons for the changes.</p> <p>Note: Red cells indicate the wording is not agreed between CGL and CCC, and explains why.</p> <p>Note: Blue text indicates new or amended wording for conditions, as at 19 February 2026.</p> <p>Note: Purple text indicates new or amended wording for conditions, as at 9 March 2026.</p>		<p>CCC recommended additions to condition wording in Column 1 in <u>Blue underline</u> and deletions in Blue strikethrough, noting that the Panel had changed all previous applicant colouring to black. Panel changes are retained in red.</p>

PANEL COMMENTS, ADDITIONS AND EDITS IN RED TEXT.

Note: We have made all the Applicant's changes black to avoid confusion.

Part 1: Christchurch City Council Land Use Consent Conditions

1.	<p>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 (section 55 response November 2025), including the Capture Land Development Scheme Plans (Revision G) and DCM Urban Landscape and Building Height plans dated 27 November 2025.</p> <p>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.</p>	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p>	
2.	<p>The Consent Holder, and all persons exercising this consent, must ensure that all personnel undertaking activities authorised by this consent are made aware of, and have access to, the contents of this consent decision, conditions, covenants and relevant management plans, prior to the commencement of the works. A copy of these documents must also remain on-site through the duration of the works.</p> <p>For the avoidance of doubt, the term 'consent holder' as used in this condition and any other conditions of this consent shall apply to persons relying on and exercising this consent in relation to land development, comprehensive development of sites, or the development and subsequent use of individual sites, buildings and/or activities.</p>	<p>APPLICANT COMMENTS: Original applicant condition, updated to include covenants. Condition wording agreed between CGL and CCC.</p> <p>An advice note has been added to this condition to clarify that conditions referring to the 'consent holder' may apply to the developer of the subdivision and/or individual buildings/activities within it, as the case may be.</p>	
3.	<p>All earthworks associated with the creation and formation of the subdivision must be carried out in accordance with the conditions of subdivision consent.</p>	<p>Updated to reflect CCC new condition in their Appendix 16.</p>	

		Condition wording agreed between CGL and CCC.	
Activity Conditions on Lots 1 – 126 and Built for Standards for Lots 1 – 57 and 61 – 126			
4.	<p>a. Excepted as modified below in b. and c., 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.</p> <p>b. Specifically excluded/ not provided for activities on these lots are the following (as defined in the District Plan):</p> <ul style="list-style-type: none"> i. Residential Activities / Residential Units (including for management / security purposes), ii. Education Activities, iii. Service Stations, iv. Yard based landscape/ garden suppliers, including activities that involve the outdoor storage, stockpiling, or sale of materials likely to attract birds including soil, mulch, or compost, v. Heavy Industrial Activities (Fish Processing or Packing Plants and Abattoirs or Freezing Works). <p>c. Notwithstanding condition 4 a. above, any activities that would generate any of the following effects are not authorised by this consent on land on Lots 123-126 subject to Designation D1:</p> <ul style="list-style-type: none"> i. 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 (RuUF); 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 waterbodies (including swales or retention basins for the management of storm water). 	<p>APPLICANT COMMENTS: Condition changed from CCC Appendix 16 back to applicants' original condition with additions to address comments from CIAL.</p> <p>While CCC's comments that some of the activities listed in b i. – v are not provided for in 16.4.1.1 Permitted activities so can be deleted are understood, these activities have been singled out and listed as they are particularly sensitive in terms of CIAL operations and CIAL have specifically requested the inclusion of condition b. in their comments.</p> <p>CIAL's request for part c. to be added to this condition in relation to the designation have also been adopted.</p> <p>PANEL COMMENT: Applicant requested to provide Appendix XX.</p>	
5.	<p>Built Form Standards</p> <p>The future development of lots 1 – 58 and 61 - 126 must comply with the Built Form Standards in Rule 16.4.2 - Industrial General Zone attached as [Appendix XX] to this decision; except that:</p> <ul style="list-style-type: none"> a. The minimum building setback from Grays Road and Ryans Road shall be 5m. b. Where there is any conflict between the general requirements in Condition 5 and the more specific requirements in Condition 6 or Condition 7, the more restrictive limit prevails. <p>Note: See building height condition below in 7.</p>	<p>APPLICANT COMMENT: Condition a updated to reflect amendments made to the DCM landscape plans that now require a 3m planting strip along the road boundary and a further 2m building setback from the planting to allow space for trees to grow. A total setback of 5m from the road boundary is now proposed.</p> <p>PANEL COMMENT: Applicant requested to provide Appendix XX.</p>	
6.	<p>Lot Specific Building Controls</p> <p>The purpose of Condition 6(a) is to ensure that proposed buildings do not result in any change in performance of Airways Christchurch International Airport communication, navigation and surveillance equipment and aircraft safety that would necessitate a modification of that equipment to maintain its current standard of performance.</p>	<p>PANEL COMMENT: Purpose statement included to ensure intended outcome clear and certifiable.</p>	

<p>a. <u>Unless specified otherwise as a result of the findings of an assessment undertaken in accordance with and as required by condition 21D, Lots 121 and 122 (Air navigation equipment mitigation):</u></p> <ul style="list-style-type: none"> i. The west and north facing facades of any buildings on Lot 121 and 122 shall have the same orientation detailed on the DCM Urban drawing titled '2024_051 Carter Group 104 Ryans Road - Building Heights D' page [xxx] of the Approved Capture Land Development Scheme Plans. ii. Where any building or buildings are proposed that do not comply with the parameters in clause (i) of this condition, such buildings may only be constructed if a technical safeguarding assessment, undertaken by a suitably qualified and experienced professional, confirms that the effects on air navigation equipment will be of an acceptable standard, having regard to the findings of the Cyrrus Limited report titled 'Technical Safeguarding Assessment of Air Navigation Equipment, Ryans Road Industrial Development, Christchurch' dated 18 November 2025. iii. The technical safeguarding assessment required by Condition 6(a)(ii) must include consultation with Christchurch International Airport Limited, Airways Corporation of New Zealand Limited, and the Civil Aviation Authority at its commencement, during and on completion of the study draft. iv. Where there is a dispute regarding the findings of the technical safeguarding assessment between the parties listed in 6(a)(iii) above, the dispute resolution process detailed in Condition 21D shall be implemented. The parties to be consulted by that process shall be the Consent Holder, Christchurch International Airport Limited, Airways Corporation of New Zealand Limited, Garden City Helicopters and the Civil Aviation Authority, <p>b. <u>Unless specified otherwise as a result of the findings of an assessment undertaken in accordance with and as required by condition 21D, Lot 121 (Wind shadowing mitigation):</u></p> <ul style="list-style-type: none"> i. Buildings and structures shall not exceed 16m in height. i. At least 70% of the total footprint of building(s) shall be located within the southern half of the lot, as shown on the approved site plan referenced [xxx]. ii. Buildings and structures shall have maximum floor plan dimensions of: 125m x 80m, or 100m x 100m, or 80m x 125m (width, depth). <p>c. <u>Unless specified otherwise as a result of the findings of an assessment undertaken in accordance with and as required by condition 21D, Lot 122 (Wind shadowing mitigation):</u></p> <ul style="list-style-type: none"> i. Buildings and structures shall not exceed 20m in height. ii. At least 70% of the total footprint of building(s) shall be located within the southern half of the lot, as shown on the approved site plan referenced [xxx]. iii. Buildings and structures shall have maximum floor plan dimensions of: 100m x 140m (width, depth). <p>d. Lot 58 (Air navigation equipment mitigation):</p> <ul style="list-style-type: none"> i. Activities and buildings shall be limited to buildings of 3.5m or 4.5m maximum height in accordance with the DCM Urban drawing titled <i>Indicative Building Footprint Plan no: 2024_052/001 revision: D</i>. 	<p>APPLICANT COMMENT: Condition 6 inserted to implement the findings of the Cyrrus, Navigatus and L+R assessments.</p> <p>APPLICANT COMMENT: The requirements in Conditions 6(a)-(c) are retained on the basis of the technical assessments undertaken to date. However, such requirements are qualified with reference to the findings/recommendations resulting from any assessment undertaken in accordance with the condition precedent 21D, which may specify alternative or additional requirements.</p> <p style="color: red;">PANEL COMMENT: Addition to strengthen intent of condition.</p> <p style="color: red;">PANEL COMMENT: Addition for consistency with Condition 21E.</p> <p style="color: red;">PANEL COMMENT: Applicant requested to provide plan reference.</p> <p style="color: red;">PANEL COMMENT: Applicant requested to provide plan reference.</p>	
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	<p>e. Lots 59 and 60 (Air navigation equipment mitigation and no build zone):</p> <p>i. There shall be no buildings on Lots 59 and 60 in accordance with the DCM Urban drawing titled 'Indicative Building Footprint Plan no: 2024_052/001 revision: D' and Capture drawing RCPG123.</p> <p>Advice note: <i>In accordance with Condition 21, on-going compliance with this condition shall be ensured by way of a covenant pursuant to section 1082(d) of the RMA registered against the Computer Freehold Register to issue for each lot (as detailed below) of the subdivision.</i></p>	<p>PANEL COMMENT: Insertion for clarity.</p>	
<p>7.</p>	<p>Building Height:</p> <p><u>Interpretation and advice notes</u></p> <p>A. Interpretation</p> <p>For the purposes of Condition 7:</p> <p>a. "Protection surfaces" are as shown on Capture drawings RCPG120, RCPG121, RCPG122, RCPG123, and RCPG125 (together, <i>the Airport Safeguarding Set</i>) attached and marked as [insert reference].</p> <p>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.</p> <p>c. Advice note: Capture drawings RCPG130, RCPG131, RCPG132, and RCPG135 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 7D or determining compliance with Rules 6.7.4.1.6 PR1 and 6.7.4.2.6 PR1–PR4.</p> <p>d. "Road boundary" means the legal road boundary of Ryans Road or Grays Road respectively.</p> <p>e. For the avoidance of doubt, any references in this condition to 'building' or 'structure' shall be deemed to include shipping containers and/or stacks of materials.</p> <p>f. Where there is any conflict between the general requirements in Condition 5 and the more specific requirements in Condition 6 or Condition 7, the more restrictive limit prevails.</p> <p><u>Building height – general envelope</u></p> <p>B. Airport protection surfaces (primary control)</p> <p>a. 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.</p>	<p>APPLICANT COMMENTS: Condition A.e. has been inserted in order to adopt CCC's request that controls on the heights of buildings also include shipping containers and material stacks.</p> <p>Condition B has been amended, in accordance with the changes requested by CIAL and to incorporate the recommendations from the Cyrrus report.</p> <p>Previous Conditions F and G (addressing building generated wind shear and turbulence (BGWT)) have been deleted, accounting for the further assessment undertaken by Navigatus Consulting as reviewed/endorsed by L&R Airport Consulting, confirming that the proposal will not result in BGWT effects that require control, other than in respect of Lots 121 and 122 which are now addressed by condition 6.</p> <p>APPLICANT COMMENT, INSRTION AND DELETION: New Condition F (previously condition H) was previously amended, in accordance with the changes requested by CIAL. However, accounting for the evidence of Dr Andrew Shelley and noting that CAR Part 77 specifically manages these types of structures, the condition has been revised to require adherence to any CAA determination.</p> <p>APPLICANT COMMENT: References to condition 6F have been retained, as relevant.</p> <p>PANEL COMMENT: Applicant requested to provide reference.</p>	<p>It is unclear whether Condition 7. F. seeks to enable items meeting the definition of 'building' or 'structure' to penetrate the District Plan Christchurch International Airport Protection Surfaces, where authorised by the Civil Aviation Authority. Such an intrusion would be prohibited by Rule 6.7.4.1.6 PR1 and has not previously been sought during this application process.</p>

- b. No buildings shall exceed the maximum heights and maximum widths shown on the drawing titled '2024_051 Carter Group 104 Ryans Road - Building Heights D' page xx of the Approved Plans'
- c. Where any building or buildings are proposed that do not comply with the parameters in clause (7Bb) of this condition, such buildings may only be constructed if a technical safeguarding assessment, undertaken by a suitably qualified and experienced professional, confirms that the effects on air navigation equipment will be of an acceptable standard, having regard to the findings of the Cyrrus Limited report titled 'Technical Safeguarding Assessment of Air Navigation Equipment, Ryans Road Industrial Development, Christchurch' dated 18 November 2025 .
- d. The technical safeguarding assessment required by Condition 7Bc. must include consultation with Christchurch International Airport Limited, Airways Corporation of New Zealand Limited, and the Civil Aviation Authority at its commencement, during and on completion of the study draft.
- e. Where there is a dispute regarding the findings of the technical safeguarding assessment between the parties listed in 7Bc. above, the dispute resolution process detailed in Condition 21E shall be implemented. The parties to be consulted by that process shall be the Consent Holder, Christchurch International Airport Limited, Airways Corporation of New Zealand Limited, Garden City Helicopters and the Civil Aviation Authority.

C. Base zone height (secondary control)

Subject to Conditions 7B and 7F, the maximum height of any building or structure shall be 20 m, except that:

- a. Within 10 m of the Ryans Road road boundary, the maximum height shall be 12 m.
- b. Within 10 m of the Grays Road road boundary on Lots 68-70 (only), 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 7.
- 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 7.
- c. Prior to applying for code compliance certification for any building/structure/utility, as built certification by a Registered Surveyor shall be

PANEL COMMENT: Addition to strengthen intent of condition

PANEL COMMENT: Included to be consistent with Condition 21E.

	<p>provided to the Council's Resource Consents Manager (or nominee) confirming the works as constructed comply with Condition 7.</p> <p>E. Ongoing notice on titles (covenant)</p> <p>Ongoing compliance with condition 7 shall be ensured by way of a covenant pursuant to section 1082(d) of the RMA being registered against the Computer Freehold Register to issue for each lot (as detailed below) of the subdivision.</p> <p><u>Temporary penetrations and construction plant</u></p> <p>F. Temporary cranes and construction plant</p> <p>Temporary cranes, masts and other construction plant (including any part thereof) shall not penetrate the airport protection surfaces shown on the Capture drawings RC-PG120, RC-PG121, RC-PG122, RC-PG123, and RC-PG125 <u>except where authorised by the Civil Aviation Authority under Civil Aviation Rule Part 77;</u> and unless:</p> <p>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</p> <p>b. Airport operator consent is obtained from Christchurch International Airport Limited; and</p> <p>c. Civil Aviation Authority (CAA) authorisation is obtained under Civil Aviation Rule Part 77; and</p> <p>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.</p>		
Built Form Conditions on Lots 58 - 60			
	Deleted.	APPLICANT COMMENT: Deleted, noting constraints on built form for lots 58-60 (addressing Airways / CIAL requirements especially) are now incorporated into conditions 6 and 7. Deletion agreed with CCC.	
	Deleted.	APPLICANT COMMENT: Deleted, noting constraints on built form for lots 58-60 (addressing Airways/ CIAL requirements especially) are now incorporated into condition 5. Deletion agreed with CCC.	
Other General Development Conditions – Noise, Outdoor Lighting, Aircraft Protection, Signs, Earthworks, Landscaping			
8.	<p>Noise</p> <p>a. Future development of lots 1 – 126 for industrial purposes must comply with the District Plan noise rules in 6.1.4 General Noise Rules and 6.1.5 Zone Specific Noise Rules attached as [Appendix XX] to this decision.</p> <p>b. The noise standards for the Industrial General Zone apply to lots 1 – 126.</p> <p>Note for clarity: The zone noise standards specified in Rule 6.1.5 require the noise received at the point of measurement comply with the receiving zone standard, not the generating zone.</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new advice note on interpretation in their Appendix 16.</p> <p>Condition wording agreed between CGL and CCC.</p> <p>PANEL COMMENT: The Applicant is requested to provide Appendix XX.</p>	

		<p>PANEL COMMENT: Decision based on expectation that relevant District-wide rules are those that apply to the General Industrial Zone. Please confirm.</p> <p>PANEL COMMENT: We understand that these are to be locked in to avoid ambiguity that may result from future changes to CDP. Please confirm.</p>	
8A	Construction Noise and Vibration Management Plan	PANEL COMMENT: The Applicant and CCC are invited to provide a Construction Noise and Vibration Management Plan condition or explain why such is not required.	Additional wording has been recommended in subdivision Condition 26 to explicitly require a Construction Noise and Vibration Management Plan.
8B	<p>No Complaints Covenant</p> <p>In accordance with Condition 21c, Covenants shall be registered on the Computer Freehold Register of Lots 1 – 126 to ensure that owners and occupiers of land or buildings within the development acknowledge the right of Graden City Helicopters to generate noise associated with its existing legal operations and prevent those owners and occupiers from seeking restrictions on the noise generated by those activities.</p>	PANEL COMMENT: Included to address potential effect of land and building occupation below the GCH FATO.	
9.	<p>Glare</p> <p>a. Future development and construction activities on Lots 7 – 126 for industrial purposes must comply with the District Plan Glare rules in 6.3.4.1 Permitted activities Control of Glare attached as [Appendix XX] to this decision.</p> <p>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 must be submitted to CCC for certification prior to issue of any building consent to demonstrate compliance with NC1 and NC2 as follows:</p> <p>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 November 2025) 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.</p> <p>ii. For lots 7 - 126 assessment against NC2 to ensure non-aeronautical ground lights do not shine above the horizontal.</p> <p><i>Advice note: In accordance with Condition 21, on-going compliance with this condition (b) shall be ensured by way of a covenant pursuant to section 1082(d) of the RMA registered against the Computer Freehold Register to issue for each lot (as detailed below) of the subdivision.</i></p>	<p>APPLICANT COMMENTS: Amended to address CIAL's comment and Appendix 1 conditions about the need to only refer to 'permitted activities' in condition 8a.</p> <p>Amend to address CIAL's comment regarding the lighting plans and assessment required by condition 8 b. at time of building consent to be 'certified' by CCC.</p> <p>Amended in accordance with CCC comments to change reference from 'consent notice' to 'covenant' to reflect this is being imposed via a land use consent condition rather than a subdivision condition.</p> <p>PANEL COMMENT: Applicant requested to provide Appendix XX.</p> <p>PANEL COMMENT: Insertion for clarity.</p>	
10.	<p>Construction Lighting</p> <p>No construction activities on Lots 1-126 requiring external artificial lighting may occur during the hours of darkness, except where:</p> <p>i. A temporary works management plan addressing construction 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</p> <p>ii. Airport operator consent is obtained from Christchurch International Airport Limited; and</p>	APPLICANT COMMENT: Amended to address CIAL's comments and requested amendments as detailed in Appendix A to its comments and advice note inserted regarding a covenant to alert future lot purchases.	

	<p>iii. Civil Aviation Authority (CAA) authorisation is obtained under Civil Aviation Rule Part 77; and</p> <p>iv. Construction lighting is operated in accordance with all requirements specified in clauses i-iv. of this condition.</p> <p>Advice note: <i>In accordance with Condition 21, on-going compliance with this condition shall be ensured by way of a covenant pursuant to section 1082(d) of the RMA registered against the Computer Freehold Register to issue for each lot (as detailed below) of the subdivision.</i></p>		
11.	<p>Control of Light Spill</p> <p>a. Future development and construction activities on lots 1 – 126 for industrial purposes must comply with the District Plan Light Spill rules in 6.3.5.1 Permitted Activities 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.</p> <p>Advice note: Note for clarity: <i>The light spill standards specified in Rule 6.3.5.1 require the light spill received at the point of measurement comply with the receiving zone standard, not the generating zone.</i></p> <p>Advice Note: <i>Condition 9, 10 and 12 must also be complied with.</i></p>	<p>APPLICANT COMMENT: Amended to address CIAL's comment and Appendix 1 conditions about the need to only refer to 'permitted activities' in condition 9.</p> <p>PANEL COMMENT: <i>Additon to ensure linkage with Conditions 9, 10 and 12.</i></p>	
12.	<p>Lighting within 500m runway threshold</p> <p>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:</p> <p>a. No illuminated signage shall be installed within 500m of the runway.</p> <p>b. There shall be no loading areas within 500m of the runway operating outside daylight hours to avoid the need for yard lighting.</p> <p>c. Parking areas within 500m of the runway must be lit to PR4 standard (>1.3lux average, <2.5lux max).</p> <p>Advice note: <i>In accordance with Condition 21, on-going compliance with this condition shall be ensured by way of a covenant pursuant to section 1082(d) of the RMA registered against the Computer Freehold Register to issue for each lot (as detailed below) of the subdivision.</i></p>	<p>APPLICANT COMMENTS: Amended to address CIAL's comments and Appendix 1 conditions.</p> <p>In relation to the CIAL comment, that some but not all of the recommendations contained in the Phase 2 mitigation measures (section 4.2.2 of the Pedersen Read Lighting Report) have been included in this condition, it is noted that the Pedersen Read report is clear that these are examples of the types of mitigation that might be required to achieve compliance. Applicants lighting engineers may not need to propose all of these measures and this is why condition 8. b. i. is proposed to ensure compliance is achieved.</p> <p>The purpose of this condition is to single out particular activities that may not otherwise be picked up as part of a building consent application.</p> <p>PANEL COMMENT: <i>Insertion for clarity.</i></p>	
13.	<p>Aircraft Protection</p> <p>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 of the Christchurch District Plan, including:</p> <p>i. 6.7.4.1.1 Protection Surfaces,</p> <p>ii. 6.7.4.2.1 Runway End Protection Surfaces,</p> <p>iii. 6.7.4.3.1 Bird Strike Management Areas, and</p> <p>iv. 6.7.4.4 Protection Surfaces for Christchurch International Airport</p>	<p>APPLICANT COMMENT: Amended to address CIAL's comments and requested amendments as detailed in Appendix A to its comments and advice note inserted regarding a covenant to alert future lot purchases.</p>	

	<p>attached as Appendix XX to this decision.</p> <p>Advice note: <i>In accordance with Condition 21, on-going compliance with this condition shall be ensured by way of a covenant pursuant to section 1082(d) of the RMA registered against the Computer Freehold Register to issue for each lot (as detailed below) of the subdivision.</i></p>	<p>PANEL COMMENT: Applicant requested to provide Appendix XX.</p> <p>PANEL COMMENT: Insertion for clarity.</p>	
14.	<p>Signs</p> <p>Any signs part of the future industrial development of lots 1 – 126 must comply with the District Plan Sign Rules in 6.8.4 attached as Appendix XX to this decision, as if the site were zoned Industrial General (not Rural Urban Fringe). Except that:</p> <p>a. There shall be no LED/ Digital Signs or Billboards permitted by this consent, and</p> <p>b. Freestanding signs shall not be located within or forward of the 3m wide landscape strip on the Grays Road and Ryans Road frontages, other than a single free-standing sign in association with the vehicle/ pedestrian access to the site.</p> <p>Note: <i>Illuminated signs will need to meet the glare and light spill requirements of Conditions 9 and 11 above.</i></p>	<p>APPLICANT COMMENTS: The applicant does not accept additional conditions 13A and 13B proposed by CCC in relation to the location, size, height and illumination of signs for the reasons set out in the response memo provided by DCM Urban and below:</p> <ul style="list-style-type: none"> • In terms of freestanding sign location, it is accepted that numerous signs should not be located within or forward of the 3m wide landscape strip as this will reduce the effectiveness of the visual mitigation. However, a single freestanding sign associated with each vehicle/ pedestrian access as per the IG sign rules should be provided for to allow for site/ business identification. • Limitations on the size of building mounted signage are not considered necessary. The interface between the RuUF zone and IG zone occurs in several locations across the city and the sign rules do not provide limitations for IG sites opposite rural zones. • Given that any illuminated signs will need to meet the glare and light spill conditions above for the zone at the rural boundary and the airport lighting conditions which are more restrictive than zone rules, further limitations on illumination is not necessary. <p>PANEL COMMENT: Applicant requested to provide Appendix XX.</p>	
15.	<p>Earthworks</p> <p>Any earthworks for the future development of lots 1 – 126 undertaken in accordance with Rule 8.9.2.1 of the District Plan attached as Appendix XX to this decision, shall apply as if the site were zoned Industrial General (not Rural).</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC text amendments in their Appendix 16.</p> <p>Condition wording agreed between CGL and CCC.</p> <p>PANEL COMMENT: Applicant requested to provide Appendix XX.</p>	
16.	<p>Any change in ground levels must:</p> <p>a. not cause a ponding or drainage nuisance to neighbouring properties.</p> <p>b. Not cause ponding with the site (except the stormwater treatment functions of Lots 200 and 201).</p> <p>c. not affect the stability of the ground or fences on neighbouring properties and maintain existing drainage paths for neighbouring properties (if applicable).</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16.</p> <p>Condition wording agreed between CGL and CCC.</p> <p>PANEL COMMENT: (b.) inserted to ensure ponding is avoided within the site as well as beyond .</p>	
17.	<p>Landscaping</p> <p>Landscaping within Lots 1 – 126 (except for the 3m wide landscaping strip on Ryans Road and Grays Road, installed as part of the subdivision), shall be limited to the plant species in District Plan Appendix 6.11.9 Plant Species for Water Bodies and Stormwater Basins in the Bird strike Management Area in Appendix 6.11.7.5.</p>	<p>APPLICANT COMMENT: New condition to address CIAL concern about future landscaping on individual lots becoming a bird attractor once on sold.</p>	

Transport Conditions			
18.	Future development of lots 1 – 126 for industrial purposes must comply with the District Plan Activity Status Tables – Transport in rule 7.4.2 attached as [Appendix XX] to this decision.	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p> <p>PANEL COMMENT: Applicant requested to provide Appendix XX</p>	
19.	Future development of lots 1 – 126 for industrial purposes must comply with the District Plan Transport Standards in rule 7.4.3 and Appendices in 7.5 attached as [Appendix XX] to this decision.	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.</p> <p>PANEL COMMENT: Applicant requested to provide Appendix XX</p>	
20.	<p>Except for site development works, no activities enabled by this consent shall establish and/or operate until such time as the speed limit on the adjoining sections of Ryans Road and Grays Road is reduced to 60km/h or lower.</p> <p>Advice note: Any speed reduction review of Ryans Road and Grays Road shall be initiated by the consent holder and all costs associated with the process shall be borne by the consent holder.</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.</p>	
Avifauna Ongoing Management – Wildlife Hazard Management Plan (WHMP)			
	Deleted.	APPLICANT COMMENTS: Deleted and moved to subdivision consent conditions as per CCC recommendation.	
	Deleted.	Deleted and moved to subdivision consent conditions as per CCC recommendation.	
Covenants			
21.	<p><u>Within three months of the issue of Record of Title of all allotments referenced below</u> The following covenants pursuant to 108 2(d) of the Resource Management Act 1991 <u>must be registered on the Record of Title as follows will be issued by the Council:</u></p> <p>a. Condition 6 Lot Specific Building Controls: Covenants shall be registered on the Computer Freehold Register Record of Title of lots 58, 59, 60, 121 and 122 (as relevant) to secure ongoing compliance with Conditions 6(a)-(e) (as applicable to future buildings).</p> <p>b. Condition 7 Building Height: Covenants shall be registered on the Computer Freehold Register Record of Title of Lots 1 – 126 to secure ongoing compliance with Condition 7 (as applicable to future buildings).</p> <p>c. Condition 8B No Complaints Covenant: Covenants shall be registered on the Computer Freehold Register Record of Title of Lots 1 – 126 to secure ongoing compliance with Condition 8B (as applicable to future buildings).</p> <p>d. Condition 9 Glare: 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 must be submitted to CCC for certification prior to issue of any building consent to demonstrate compliance with NC1 and NC2 as follows:</p> <p>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,</p>	<p>APPLICANT COMMENTS Amended in accordance with CCC comments to change reference from 'consent notice' to 'covenant' to reflect this is being imposed via a land use consent condition rather than a subdivision condition.</p> <p>Updates to reflect the above condition package with covenants to highlight important compliance matters to future lot purchases.</p> <p>PANEL COMMENT: Inclusion in response to potential for exposure to noise effects from Garden City Helicopter operations.</p>	<p>To ensure Condition 21 is enforceable a timeframe is required for the registration of the covenants. A timeframe of three months is recommended to allow sufficient time for the preparation of the covenant by CCC's solicitor, the sealing of the covenant, and registration of the covenant on the title.</p> <p>While the intent to advise future owners of Lot 121 of helicopter downwash hazard is noted, it is unclear how such an advice note could be registered on the title of Lot 121 and enforced on an ongoing basis. As such, changes to Advice Note A, to Condition 21AA setting ongoing requirements that can be imposed as a covenant, and a consequential change to Condition 21A are recommended.</p> <p>Changes to the wording are recommended to:</p> <ul style="list-style-type: none"> - Provide a timeframe for the registration of covenants.

	<p>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.</p> <p>ii. For lots 7 - 126 assessment against NC2 to ensure non-aeronautical ground lights do not shine above the horizontal.</p> <p>e. Condition 10 Construction Lighting: No construction activities on Lots 1-126 requiring external artificial lighting may occur during the hours of darkness, except where:</p> <p>i. A temporary works management plan addressing construction 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</p> <p>ii. Airport operator consent is obtained from Christchurch International Airport Limited; and</p> <p>iii. Civil Aviation Authority (CAA) authorisation is obtained under Civil Aviation Rule Part 77; and</p> <p>iv. Construction lighting is operated in accordance with all requirements specified in clauses i-iv. of this condition.</p> <p>f. Condition 12 Lighting within 500m runway threshold 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:</p> <p>i. No illuminated signage shall be installed within 500m of the runway.</p> <p>ii. There shall be no loading areas within 500m of the runway operating outside daylight hours to avoid the need for yard lighting.</p> <p>iii. Parking areas within 500m of the runway must be lit to PR4 standard (>1.3lux average, <2.5lux max).</p> <p>g. Condition 13 Aircraft Protection 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 of the Christchurch District Plan, including:</p> <p>i. 6.7.4.1.1 Protection Surfaces,</p> <p>ii. 6.7.4.2.1 Runway End Protection Surfaces,</p> <p>iii. 6.7.4.3.1 Bird Strike Management Areas, and</p> <p>iv. 6.7.4.4 Protection Surfaces for Christchurch International Airport</p> <p>h. Condition 21AA Helicopter downwash hazard: Covenants shall be registered on the Computer Freehold Register Record of Title of Lot 121 to ensure awareness ongoing management of the helicopter downwash hazard affecting this lot, in accordance with advice note A Condition 21AA.</p> <p>i. Condition 21A Civil Aviation Act 2023: Covenants shall be registered on the Computer Freehold Register Record of Title of Lots 1 – 126 to secure ongoing compliance with Condition 21A (as applicable to future buildings, structures, cranes, plant or activities).</p> <p>j. Condition 21B Aviation Contact and Incident Reporting: Covenants shall be registered on the Computer Freehold Register Record of Title of Lots 1 – 126 to secure ongoing compliance with Condition 21B.</p> <p>Note: Council will prepare the covenants <i>at the request of the consent holder. All Council costs must be paid by the consent holder.</i></p>	<p>PANEL COMMENT: GCH raised concern about downwash hazard from its operations disturbing materials located within lots, including during construction. The Applicant has included a condition requiring a covenant be issued by the Council on Lot 121 alerting owners to the hazard. We accept this as appropriate but request that the Applicant add some technical guidance to Advice Note A below to improve awareness and compliance with that hazard mitigation. We also seek comment from other parties about whether a covenant should be issued by the Council on any other lots alerting owners to the downwash hazard.</p>	<ul style="list-style-type: none"> - Change the wording from ‘Computer Freehold Register’ to ‘Record of Title’ to align with current RMA and Land Transfer Act 2017 terminology. - Addition of advice note wording to clarify that a request to Council is required to initiate the preparation of a covenant.
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A-21AA	<p>Lot 121 Helicopter Downwash Hazard, Advice Note</p> <p>The consent holder's attention is drawn to helicopter downwash hazards that may affect Lot 121. Practical management of If identified, this hazard must be can be achieved managed during all construction and operation on the site. This can be achieved through subdivision and building construction management (through a Construction Management Plan) and through owner/ occupier health and safety plans, especially for roof and yard operations.</p>	<p>APPLICANT COMMENTS: General advisory note inserted, accounting for the Navigatus assessment of helicopter downwash hazards that may affect Lot 121 only.</p> <p>APPLICANT COMMENTS: On the basis of the technical assessments provided this advice note remains relevant and is proposed to be retained, notwithstanding more specific requirements that may be imposed as a result of new condition precedent 21D.</p>	<p>Recommendations to change from an advice note to a condition, per reasoning set out in comment on Condition 21.</p>
New aviation safety related conditions (as at February 2026):			
21A.	<p>Civil Aviation Act 2023</p> <p>a. Where any building, structure, crane, plant or activity requires notification to the Civil Aviation Authority (CAA) under Civil Aviation Rule Part 77:</p> <ol style="list-style-type: none"> a. No construction may commence on a lot requiring Part 77 notification until written confirmation of CAA determination is provided. b. The consent holder shall provide a copy of any determination or direction issued by the Director of Civil Aviation to Christchurch City Council, Christchurch International Airport Limited and Airways Corporation of New Zealand Limited. c. The consent holder shall ensure that the activity is carried out strictly in accordance with that determination or direction. <p>b. If the Director of Civil Aviation imposes conditions that are inconsistent with this consent, the Director's conditions shall prevail to the extent of the inconsistency.</p> <p>c. Following receipt of a CAA determination under Part 77, the Council may review the conditions of this consent solely for the purpose of ensuring consistency with that determination, but shall not impose additional aviation safety controls beyond those required by the Director of Civil Aviation.-safety controls beyond those required by the Director of Civil Aviation.</p>	<p>APPLICANT COMMENTS: Andrew Shelley emphasises that Part 77 is the correct and comprehensive mechanism for resolving aviation safety effects, including where notification surfaces or OLS are breached temporarily or permanently. As such, a condition (rather than advice note), is proposed to make it explicit that compliance with any Part 77 determination shall prevail over any conditions of the consent.</p> <p>Andrew Shelley notes concern from submitters that aviation risks are being "left unmanaged", when in fact they are managed dynamically through CAA determinations. An explicit requirement for obtaining Part 77 determinations prior to construction, disclosing any determination to CCC, CIAL and Airways; adhering to such a determination; and allowing for Council to review conditions to ensure consistency strengthens enforceability.</p>	
21B	<p>Aviation Contact and Incident Reporting</p> <p>a. The Consent Holder shall, at all times during construction and operation of the development, nominate a suitably qualified and authorised aviation contact person(s) who shall be available on a 24 hours per day, 7 days per week basis to respond to any aviation related matters arising from activities authorised by this consent.</p> <p>b. The name, position, telephone number and email address of the aviation contact person(s) shall be provided in writing to:</p> <ol style="list-style-type: none"> a. Christchurch City Council; b. Christchurch International Airport Limited; and c. Airways Corporation of New Zealand <p>c. The aviation contact person(s) shall have authority to initiate immediate response actions in relation to aviation safety matters.</p> <p>d. An aviation incident and complaints register shall be maintained by the consent holder, recording:</p> <ol style="list-style-type: none"> a. The nature of any aviation related complaint, incident or observation; 	<p>APPLICANT COMMENTS: This condition establishes a clear, proactive aviation safety interface by requiring a nominated, authorised aviation contact available at all times during construction and operation. It ensures that any aviation-related issue can be responded to immediately by a person with decision-making authority, rather than through ad-hoc or delayed channels.</p> <p>The condition also provides transparency and accountability through a formal incident and complaints register, with timely notification to CIAL and, where relevant, the CAA. Overall, it is a proportionate and practical safeguard that strengthens real-time risk management without duplicating or displacing Civil Aviation Act processes.</p>	<p>It is unclear who would be consider a 'suitably qualified and authorised aviation contact person' at different stages of construction and operation.</p> <p>As this condition applies to the ongoing construction and operation of the development within individual lots, will require the appointment of up to 126 separate 'suitably qualified and authorised aviation contact person(s)' available 24 hours a day, 7 days per week each with an incident and complaints register, secured via a covenant. Accordingly, the ongoing administrating and monitoring of this condition and covenant likely to require some effort on the part of Council and monitoring fees will be required on an ongoing basis.</p> <p>One measure to make the administration more straightforward would be for the applicant to prepare a draft notification form and complaints register for use by</p>

	<p>b. The name and contact details of the complainant (if they are provided to the consent holder);</p> <p>c. The date and time it was received or identified;</p> <p>d. The response actions taken; and</p> <p>e. Any follow up or mitigation implemented to prevent the reoccurrence of the situation that gave rise to the complaint.</p> <p>e. Any verified aviation incident or complaint shall be notified as soon as practicable (but no longer than 5 working days after receipt of the complaint) to the Christchurch City Council, CIAL and, where relevant, the CAA.</p> <p>f. The consent holder must provide details of any complaint or its complaints register to the Council upon request;</p> <p><u>g. All costs associated with the ongoing administration and monitoring of this condition and covenant must be paid by the consent holder.</u></p>		<p>future consent holders, to ensure information is provided to listed parties in a consistent manner.</p> <p>It is recommended that Applicant should:</p> <ul style="list-style-type: none"> - Clarify in the condition who may be considered 'suitably qualified and authorised aviation contact person', particularly in relation to the ongoing operation of activities on individual lots, and include this in the condition. - Prepare a draft notification form for written notification to listed parties. - Prepare a draft aviation incident and complaints register for use by future aviation contact persons on individual lots. <p>Additional wording recommended:</p> <ul style="list-style-type: none"> - As incidents and complaints should also be notified to CCC, as the agency responsible for assessing compliance with this condition. - To include an additional clause requiring costs associated with the administration and monitoring of the condition and covenant are paid by the consent holder.
21C	<p>Aviation risk assessment</p> <p>a. Within six months of the commencement of this consent, and prior to the commencement of any construction activities that requires notification under Civil Aviation Rule Part 77, the consent holder shall initiate preparation of an aviation risk assessment by engaging a suitably qualified and experienced aviation practitioner.</p> <p><i>CAA Scoping Consultation</i></p> <p>b. At the outset of preparing the aviation risk assessment, the consent holder shall provide written notice to the Christchurch City Council and Civil Aviation Authority (CAA) advising that an aviation risk assessment is being prepared for the consented development, and shall invite the CAA to identify any aviation safety matters it considers should be addressed within the scope of the aviation risk assessment.</p> <p>c. The consent holder shall allow the CAA a minimum of 15 working days to provide written comment on the proposed scope of the aviation risk assessment.</p> <p>d. Nothing in Conditions b or c requires the CAA to approve, certify or endorse the aviation risk assessment, and the absence of comment from the CAA shall not prevent the aviation risk assessment from being completed.</p> <p><i>Purpose and Content of the aviation risk assessment</i></p> <p>e. The purpose of the aviation risk assessment is to identify and evaluate any aviation safety issues associated with the implementation of the consented development outside the operational control of the aerodrome operator, that are not already addressed by:</p> <ol style="list-style-type: none"> a. the conditions of this consent; b. determinations, authorisations or directions issued under the Civil Aviation Act 2023 or Civil Aviation Rules. 	<p>PANEL COMMENT: Clarification of meaning.</p> <p>APPLICANT COMMENTS: The proposed aviation risk assessment condition is considered to be appropriate and proportionate in light of the expert evidence of Dr Andrew Shelley, who emphasises that aviation safety in New Zealand is comprehensively regulated through the Civil Aviation Act 2023 and the Civil Aviation Rules, with ultimate responsibility for aviation safety determinations resting with the Director of Civil Aviation.</p> <p>The aviation risk assessment condition reflects this framework by requiring a targeted, site-specific assessment of aviation safety issues that may arise during implementation of the consented development, while expressly avoiding any requirement to undertake, or purport to undertake, an aeronautical study within the meaning of AC139-15.</p> <p>The condition provides for early engagement with the Civil Aviation Authority to inform the scope of the assessment, facilitates consultation with relevant aviation participants (CIAL, GCH and Airways), and ensures that any practicable mitigation measures within the consent holder's control are identified and implemented.</p> <p>Importantly, the condition preserves the primacy of the Civil Aviation Act and Civil Aviation Rules by making clear that the aviation risk assessment does not replace or constrain the</p>	<p>Recommend that Council be given written notice that an aviation risk assessment has been commenced, in addition to being provided the completed assessment.</p>

<p>f. The aviation risk assessment shall:</p> <ol style="list-style-type: none"> a. have regard to the scale, location and staging of the consented development; b. consider potential aviation safety effects, including where relevant: <ul style="list-style-type: none"> • obstacle limitation and notification surfaces; • temporary construction activities (including cranes and construction lighting); • effects on air navigation equipment, radar or communications; • helicopter operations; and • wildlife and bird strike risk; c. identify any practicable mitigation measures that the consent holder is legally able to implement, to the extent such measures are not already required by conditions of this consent or by the Civil Aviation Act or Civil Aviation Rules. <p>g. The aviation risk assessment shall be prepared having regard to the Civil Aviation Act 2023 and relevant Civil Aviation Rules.</p> <p><i>Consultation with Aviation Stakeholders</i></p> <p>h. At the commencement, and prior to finalising the aviation risk assessment, the consent holder shall undertake meaningful engagement with, and provide a draft of the aviation risk assessment to:</p> <ol style="list-style-type: none"> a. Christchurch International Airport Limited; b. Garden City Helicopters; and c. Airways Corporation of New Zealand Limited. <p>For the purposes of this condition, “meaningful engagement” means providing sufficient information to enable informed comment, allowing reasonable timeframes for response, and participating in discussions in good faith, proportionated to the scale and nature of the issues identified. Meaningful engagement does not require agreement to be reached between the consent holder and any consulted party.</p> <p>The consent holder shall consider all comments received and, where requested, meet with those parties to discuss and seek to resolve matters raised. The aviation risk assessment shall be finalised taking those comments into account.</p> <p>If a consulted party does not provide comments within 20 working days of being provided a draft of the aviation risk assessment, or if matters raised cannot reasonably be resolved despite good faith engagement, the consent holder may finalise the aviation risk assessment, provided that the aviation risk assessment documents the engagement undertaken and the reasons why agreement was not reached.</p> <p><i>Finalisation and Implementation</i></p> <p>i. The completed aviation risk assessment shall be provided to the Council, Christchurch International Airport Limited, Garden City Helicopters and Airways Corporation of New Zealand Limited, together with an explanation of why any comments were not incorporated.</p> <p>j. The consent holder shall implement any mitigation measures identified in the aviation risk assessment that:</p> <ol style="list-style-type: none"> a. are within the control of the consent holder; and b. are not already required by the conditions of this consent or by the Civil Aviation Act 2023 or Civil Aviation Rules. 	<p>Director of Civil Aviation’s statutory powers, and that Part 77 notification and determinations remain the operative mechanism for managing aviation safety effects. The condition reflects Dr Shelley’s evidence and is an appropriate means of addressing residual aviation safety matters without duplicating or undermining the civil aviation regulatory regime.</p> <p>The condition also reflects feedback obtained from CAA on 4 February 2026 which promoted early and proactive engagement on developments close to an aerodrome in order to give CAA an opportunity to inform the scope of any assessment, while recognising that CAA does not have a clear statutory role to require or approve a full aeronautical study for private development outside the aerodrome fence. The condition aligns with what CAA described as best practice, without overstating CAA’s legal powers or importing aerodrome specific obligations such as AC139-15. It also responds to CAA’s emphasis on “meaningful engagement” with CIAL and Airways by prescribing clear consultation steps, timeframes, and good faith engagement requirements, while including a relief mechanism to prevent delay or obstruction if agreement cannot reasonably be reached.</p> <p>Consistent with CAA’s advice, the aviation risk assessment is narrowly scoped to residual aviation safety matters not already managed through consent conditions or the Part 77 process, and otherwise preserves the primacy of the Civil Aviation Act and the Director of Civil Aviation as the ultimate aviation safety backstop.</p> <p>APPLICANT COMMENT: This condition is proposed to be retained. However, Lots 71, 91, 92, 121 and 122 are also subject to the more detailed new condition 21D.</p> <p>PANEL COMMENT: Various amendments to remove reference to mitigation measures that may necessitate changes to the communications, navigation and surveillance equipment and Airport and GCH heliport operations.</p> <p>PANEL COMMENT: Emphasising requirement for early engagement.</p>	
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	<p>I. Nothing in this condition limits or replaces:</p> <ul style="list-style-type: none"> a. the obligation to notify the Civil Aviation Authority under Civil Aviation Rule Part 77; or b. the authority of the Director of Civil Aviation to make determinations or impose conditions in relation to aviation safety. <p>Advice Note:</p> <p>The intention of this condition is to ensure that the development does not give rise to effects on airport safety that necessitate changes to the communications, navigation and surveillance equipment and Airport and GCH heliport operations.</p>		
21D	<p>Condition precedent – specific aviation risk assessment (Lots 71, 91, 92, 121 and 122 only)</p> <ul style="list-style-type: none"> A. <u>Prior to an application for being made for Building Consent, or at least 60 working days prior to the commencement of construction if no Building Consent is required, for any building or structure on Lots 71, 91, 92, 121 and 122, the consent holder must have engaged a suitably qualified and experienced practitioner to prepare who has prepared a specific aviation risk assessment.</u> B. The specific aviation risk assessment is to be prepared in consultation with Christchurch International Airport Limited (“CIAL”), Airways Corporation of New Zealand (“Airways”) and Garden City Helicopters Limited (“GCH”). C. The purpose of the specific aviation risk assessment is to identify any potential aviation safety risks and mitigations required in relation to the development of Lots 71, 91, 92, 121 and 122 (as relevant) in accordance with relevant Civil Aviation Authority (‘CAA’) requirements and Civil Aviation Rules. As a minimum, the assessment must assess: <ul style="list-style-type: none"> a. For Lots 71, 91, 92 and 121- Acceptable building footprints, heights, and positions so as to ensure safe emergency landing capability for all helicopters using the Garden City Helicopters facility. b. For Lot 121- Management of helicopter downwash hazards. 	<p>APPLICANT COMMENTS: This added condition follows similar wording, narrative and reasoning as the existing proposed condition above (21C) and facilitates consultation with relevant aviation participants (CIAL, GCH and Airways) and ensures that any mitigation measures within the consent holder’s control are identified and implemented.</p> <p>The condition sets out specific lots (Lots 71, 91, 92, 121, and 122) that require specific matters to be considered within the aviation risk assessment, as delineated by (C)(a) to (C)(d).</p> <p>Clause (C)(a) requires specific assessment regarding the Garden City Helicopters emergency landing capability prior to any construction development, as was previously discussed in the Appendix 19 - Navigatus 28-11-2025 report Section 7, noting a ‘Controlled Area’, and Appendix 02 – Jeremy Phillips Planning Memo response, paragraph 73 (iii).</p> <p>Clause (C)(b) requires specific assessment regarding helicopter downwash hazards, which has been noted in ‘Advice Notes - (A)’ above, and noted in Appendix 19 – Navigatus 28-11-2025 report Section 9.4.1 and 9.5.</p>	<p>Tying the timeframe to application for building consent provides a readily verifiable timeframe for CCC to assess compliance with this condition during a Project Information Memorandum. This timeframe also ensures that the relevant consent holder will have the opportunity to amend any building consent application in accordance with the specific aviation risk assessment and may avoid a consequential amendment to the building consent.</p> <p>Retaining a 60 working day timeframe for buildings that do not require building consent ensures an enforceable standard is retained for other buildings.</p>

	<p>c. For Lots 121 and 122- Acceptable building footprints, heights, and positions so as to avoid or mitigate wind shadowing.</p> <p>d. For Lots 121 and 122 - Acceptable building footprints, heights, position, materiality, and façade angles so as to avoid or mitigate effects on air navigation equipment.</p> <p>D. The consent holder must provide a draft version of any specific aviation risk assessment to CIAL, Airways and GCH, and a period of at least 20 working days must be allowed for consultation and for feedback to be provided by CIAL, Airways and GCH to the consent holder on the contents of the draft specific aviation risk assessment.</p> <p>E. The consent holder must consider all comments received from CIAL, Airways and/or GCH on the draft specific aviation risk assessment and, if requested to do so by CIAL, Airways and/or GCH, meet with that party to discuss its comments and seek to resolve any matters of disagreement. The consent holder must engage the suitably qualified and experienced practitioner referred to in 21D(A) to update the draft specific aviation risk assessment taking into account the comments made by CIAL, Airways and/or GCH, and ask CIAL, Airways and GCH to confirm within 10 working days whether the updated assessment addresses its comments.</p> <p>F. The completed specific aviation risk assessment must be provided to CIAL, Airways and GCH and the Christchurch City Council, along with an explanation as to why any comments made by CIAL, Airways and/or GCH on the draft specific aviation risk assessment were not incorporated into the completed specific aviation risk assessment.</p> <p>G. The consent holder must implement any recommended aviation safety mitigation measures contained in the specific aviation risk assessment that the consent holder is legally able to implement if those mitigation measures are not already required by other conditions of this consent.</p> <p>H. This condition shall be satisfied prior to the commencement of construction of any building or structure on Lots 71, 91, 92, 121 and 122.</p> <p>I. Nothing in this condition limits or replaces:</p> <ol style="list-style-type: none"> a. the obligation to notify the Civil Aviation Authority under Civil Aviation Rule Part 77; or b. the authority of the Director of Civil Aviation to make determinations or impose conditions in relation to aviation safety. 	<p>Clause (C)(c) requires specific assessment regarding wind shadowing, which is also in condition (6)(b) and (6)(c) for Lots 121 and 122 respectively, and noted in Appendix 19 – Navigatus 28-11-2025 report Section 8.3.9 and 8.5.7.</p> <p>Clause (C)(d) requires specific assessment regarding air navigation equipment, which addresses condition (6)(a) and Cyrrus' 5 March 2026 'Effects on Navigation Aids – Review of Panel Concerns' memo section 6 about a potential voluntary condition about any perception of adverse effects in relation to the extent of potential DME reflections at the final extent of the approach to runway 02. Rather than specifying maximum wall-face height of buildings on Lot 122 or putting hard limitations on development, the aviation risk assessment can thoroughly assess the issues (if any) related to Lot 122 and air navigation equipment, including DME reflections.</p> <p>PANEL COMMENTS: A. Minor correction. Ca. Additions to clarify that the condition applies to all helicopters.</p>	
21E	<p>Dispute resolution</p> <p>A. This condition applies to any disagreement as to satisfaction of Condition 21D, Condition 6a.iii or 7Be.</p> <p>B. In the event of any dispute being raised or identified, the applicant shall invite CIAL, Airways and/or GCH to provide within 10 working days written notice of:</p> <ol style="list-style-type: none"> a. the specifics of the dispute; b. the reasons for the view; and c. the action(s) or additional information reasonably required to resolve the matter. <p>C. The Consent Holder shall respond in writing within 10 working days, either:</p> <ol style="list-style-type: none"> a. providing confirmation that the requested action(s) will be undertaken and by when; or b. providing the additional information; or 	<p>APPLICANT COMMENTS: Dispute resolution clause added to specifically address Clause 21D assessment(s) and which addresses dispute resolution concern raised at the conference on 4th March 2026.</p> <p>PANEL COMMENTS: Per the additions of Condition 6a.iii and 7Be.</p>	<p>Revision to D. suggested to ensure that a person with appropriate technical expertise may be appointed to support the accredited independent person in assessing the disagreement.</p> <p>Revision to E. suggested to ensure any accredited person and technical expert are independently appointed rather than agreed upon to avoid actual and perceived conflicts of interest.</p>

<p>c. explaining why the requested action(s) or information is not reasonably necessary to achieve or determine compliance.</p> <p>D. If the dispute is not resolved within 15 working days of the Consent Holder's response under clause (C), the matter shall be referred to an independent person who is accredited under s 39A of the RMA <u>and a suitably qualified and experienced technical expert, if required</u>, appointed under clause (E).</p> <p>E. The independent person shall be agreed between the Consent Holder and Christchurch City Council after inviting input from CIAL, Airways and GCH. If agreement is not reached within 10 working days, t The <u>independent person and technical</u> expert shall be appointed by Christchurch City Council <u>having regard to comments from the Consent Holder, CIAL, Airways and GCH with regard to conflicts of interest only</u>.</p> <p>F. The independent person shall review the information relied upon and advise whether the disputed condition has been satisfied and/or what additional steps (if any) are required to satisfy it, and shall provide a written opinion within 20 working days of appointment.</p> <p>G. For the avoidance of doubt, failure by CIAL, Airways or GCH to provide comments within the timeframes specified in the relevant condition or within this condition does not prevent the Consent Holder from progressing, provided the Consent Holder has complied with other relevant requirements and conditions of the consent.</p> <p>H. Christchurch City Council shall have regard to the independent person's opinion when forming its view as to whether the conditions of consent has been satisfied.</p> <p>I. The costs of the independent person shall be met by the Consent Holder.</p>		
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PART 2: Christchurch City Council Subdivision Consent Conditions

Scheme Plan and Staging			
1.	<p>The Consent Holder, and all persons exercising this consent, must ensure that all personnel undertaking activities authorised by this consent are made aware of, and have access to, the contents of this consent decision, conditions and relevant management plans prior to the commencement of the works. A copy of these documents must also remain on-site through the duration of the works.</p> <p>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.</p>	<p>APPLICANT COMMENTS: Original applicant condition updated to include 'and relevant management plans' as there are a number of these.</p>	
2.	<p><u>General Survey Plan</u></p> <p>The survey plan, when submitted to Council for certification, is to be substantially in accordance with the stamped approved application plan unless otherwise addressed in conditions of this subdivision consent.</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16.</p> <p>Condition wording agreed between CGL and CCC.</p>	
3.	<p><u>Staging</u></p> <p>The subdivision may be carried out in stages but is not required to be. If staged, each stage is to be in accordance with the staging shown on the application plan. That the development may proceed in stages in no particular order in accordance with the approved subdivision plan except as set out below. At each stage any balance land is to be left as a fully serviced allotment.</p> <p>The subdivision must be staged, comprising:</p> <ol style="list-style-type: none"> 1. Stage 1: Roading and services, Ryans Road (including naturalisation of the Paparua Water Race) and Grays Road upgrades, and Lot 200 and Lot 201 stormwater treatment facilities. 2. Stage 2: Creation of legal title and release of 50% of the lots <u>intended for industrial use (Lots 1-126)</u>; 3. Stage 3: Creation of legal title and release of the balance of the lots. <p><u>Stages 1 and 2 may be undertaken concurrently, including certifications under sections 223 and 224(c).</u></p> <p>Stage 3 must not occur until either:</p> <ol style="list-style-type: none"> a. The intersection of Pound Road/ Ryans Road is upgraded to the satisfaction of CCC; or b. Modelling has been updated and demonstrated to the satisfaction of Council that the intersection can safely accommodate the additional traffic generated by occupier lots within the development. The second s Stage 3 must not occur where the updated model demonstrates the average queue length associated with right turns into Ryans Road extends beyond the available stacking space for the modelled period. This modelling shall be based on an agreed annual turning movement survey of the intersection arranged by the consent holder and provided to Council for input into the agreed model. 	<p>APPLICANT COMMENTS: The Applicant does not accept the Council's recommended staging condition regarding the provision of additional traffic modelling to confirm the effects of the proposed development (particularly on the right turn from Pound Road to Ryans Road east).</p> <p>Mr Fuller has undertaken additional modelling, which confirms that the average right turn queue fits within the available widening for the full development. As such, it is considered there is no need for this condition.</p> <p>PANEL COMMENT: Amended condition addressing recommendation by CCC.</p>	<p>Having regard to Paragraph 484 of the Draft Decision, it is understood that the intent of this condition is to enable a flexible staging arrangement while ensuring effects on the operation of the Pound Road/Ryans Road intersection can be managed through a flexible upgrade process.</p> <p>It is noted that the flexibility inherent in the condition requires infrastructure servicing and access to all allotments that may be created in the second stage (including balance lots) and consequential infrastructure (eg stormwater management for roads to vest), as reflected in Stage 1.</p> <p>Staging in accordance with the Applicant's proposed subdivision plan would enable creation of industrial allotments while limiting the provision of infrastructure to that required to service the allotments created in each stage. The condition recommended by Council as Subdivision Condition 3, attached as Appendix 16 to comments under s53 would provide for this.</p> <p>A condition enabling flexibility in the creation of allotments for industrial purposes while limiting the provision of infrastructure necessary to service those allotments is unlikely to be able to be sufficiently well defined as a condition of consent for the CCC as territorial authority to certify that the survey plan conforms with the subdivision consent under RMA s223(2)(a).</p> <p>To ensure subdivision condition 3 proposed by the Panel can be readily administered by the CCC, some changes are recommended in the condition wording as follows:</p> <ul style="list-style-type: none"> - To clarify that the number list points are intended to refer to the numbered stages; - To clarify that 50% of lots are those intended for industrial use, and not those intended as road to

	<p><u>If either a. or b. is met prior to the completion of Stage 2, Stage 3 may be undertaken concurrently with Stage 1 and 2, including certifications under sections 223 and 224(c).</u></p> <p>At each stage any balance land is to be left as a fully serviced allotment <u>or allotments</u>.</p>		<p>vest, utility reserve or allotments for any other purpose;</p> <ul style="list-style-type: none"> - To clarify that Stages 1 and 2 may be undertaken and certified concurrently; - To amend a reference in a., being the prerequisites for undertaking stage 3, from to 'The second stage' to 'Stage 3'. - To clarify that if either of the prerequisites for Stage 3 are met, Stage 3 may occur at the same time as Stages 1 and 2. - To clarify that balance land may be contained in separate allotments, as Stage 1 will result in the separation of balance land by roads.
4.	<p><u>Allotment to Vest Local Purpose (Utility) Reserve Lots - Stages</u></p> <p>Lots 200 and 201 are to be vested as Local Purpose (Utility) Reserve.</p> <p>Advice note: Any underground infrastructure separate from the purpose of the reserve across land to be vested as reserve will require an easement application in compliance with s239, prior to the issuing of s223 certificate.</p>	<p>APPLICANT COMMENTS: Original applicant condition.</p> <p>Condition wording agreed between CGL and CCC.</p>	
5.	<p><u>New Roads to Vest</u></p> <p>The new road(s), being lot(s) 300 and 301 are to be formed in general accordance with the Capture Land Development Drawings (November 2025) and vested in the Council to the satisfaction of the Subdivision Engineer with underground cabling for electricity supply and telecommunications, <u>except as amended by subsequent conditions</u>.</p>	<p>APPLICANT COMMENTS: The applicant does not agree to the provision of footpaths on both sides of the internal roads within the subdivision as suggested in the Council condition. A single footpath on one side is proposed.</p> <p>In Mr Fuller's memo he notes, although providing footpaths on both sides of the road would be ideal, providing a footpath on only one side is consistent with similar industrial developments (e.g., Dakota Park) and it is considered the adverse effects of are not significant.</p> <p>The condition wording has been updated to include a reference back to the Capture Drawings to make it clear that the approved plans are what the Subdivision Engineer is checking the proposal against and not Council's view that two footpaths should be provided. This change also reflects that a road condition further below has been deleted that did contain a reference to the Capture Drawings.</p>	<p>Wording added to clarify that conditions of consent prevail over Capture Land Development Drawings.</p>
6.	<p><u>Road/Right of Way Naming</u></p> <p>The new roads/right of ways are to be named and shown on the survey plan submitted for certification.</p> <p>Advice Note: The process for naming roads is set out at. The approval of roads names is by the relevant Community Board and may take eight weeks. The processing of that application will be on a time and costs basis and charged under this consent.</p> <p>The consent holder must supply and install the road's nameplates. The nameplates must be designed and installed in accordance with the IDS and CSS.</p> <p>The location of the nameplates must be submitted to Council's Subdivision Engineer prior to their installation.</p> <p>Advice Note: Nameplates usually take six weeks to manufacture. The location of the nameplates can be submitted in a plan which identifies the road's landscaping and location</p>	<p>APPLICANT COMMENTS: Original applicant condition.</p> <p>Condition wording agreed between CGL and CCC.</p>	

	<i>of street lighting as required by this application. The consent holder is responsible for the cost of providing and installing the nameplates.</i>		
7.	<u>Road Widening/Corner Rounding to Vest</u> Lot 302 must be vested in the Council as corner splay / road widening being in accordance with Capture Land Development Plan RC-RD310. Any existing fences or walls outside the new road frontage boundary are to be removed or relocated appropriately.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.	
8.	<u>Service Easements</u> The service easements as set out on the application plan or required to protect services crossing other lots must be duly granted or reserved. Any proposed easements over adjoining land or in favour of adjoining land are to be shown in a schedule on the Land Transfer Plan. A solicitor's undertaking will be required to ensure that the easements are created on deposit of the plan.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.	
9.	<u>Easements in Gross</u> The legal instruments to create the required easements in gross in favour of the Council must be prepared & registered by the Council's solicitor at the consent holder's cost and will be based on the Council's standard easement instrument templates (as appropriate) as determined by the Council's solicitor. The consent holder's solicitor is to contact the Council's solicitor (Anderson Lloyd Lawyers) requesting the preparation and registration of the required easement instruments. Areas which are to be the subject of easements in gross in favour of the Council must not be the subject of any other easements for the same purpose, unless otherwise agreed by Council. As built plans for the services covered by the easement(s) are to be provided to the Council at Section 223 certification stage.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.	
10.	<u>Public Utility Sites</u> Any public utility site and associated rights of way easements and/or service easements required by a network operator are approved provided that they are not within any reserves to vest in the Council.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.	
11.	<u>Plans for Geodata</u> The surveyor is to forward a copy of the title plan and survey plan to the Subdivision Planner (that issued the consent), Resource Consents Unit as soon as the plan has been lodged (or earlier if possible) for checking at Land Information New Zealand for entering into the Council GIS system.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.	
Quality Assurance			
12.	<u>Asset Design and Construction</u> All infrastructure assets to be vested in the Council are to be designed and constructed in general accordance with the Christchurch City Council's Infrastructure Design Standard (IDS) and the Construction Standard Specifications (CSS).	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.	
13.	The design and construction of all assets must be subject to a project quality system in accordance with Part 3: Quality Assurance of the Infrastructure Development Standard (IDS). a. Prior to the commencement of physical works on site for the construction of the subdivision including infrastructure, the Consent Holder must submit to the Planning Team - Subdivision Engineers a Design Report, Plans and Design Certificate complying	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.	

	<p>with clause 3.3.2 of the IDS for review and acceptance under clause 2.10 of the IDS 2022. The Design Report and engineering plans must provide sufficient detail to confirm compliance with the requirements of the IDS and this consent. This report can be submitted as two individual design reports addressing infrastructure as one part and the second part as a Geotechnical Report.</p> <p>b. Prior to the commencement of physical works on site, the Consent Holder must submit to the Council's Planning Team - Subdivision Engineers a Contract Quality Plan and supporting Engineer's Review Certificate, complying with clause 3.3.3 of the IDS, for review and acceptance by Council under Clause 2.11 of the IDS 2022.</p> <p>c. Prior to the issue of certification pursuant to section 224(c) of the Resource Management Act, the Consent Holder must submit to the Planning Team - Subdivision Engineers an Engineer's Report complying with clause 3.3.3 of the IDS and an Engineer's Completion Certificate complying with clause 3.3.4 of the IDS for review and acceptance under clause 2.12 of the IDS 2022. The Engineer's Report must provide sufficient detail to confirm compliance with the requirements of the IDS, the CSS and this consent, including compliance with consent conditions requiring mitigation measures with respect to any liquefaction and lateral spread hazards.</p> <p>Advice Note: Part 3 of the IDS sets out the Council's requirements for Quality Assurance. It provides a quality framework within which all assets must be designed and constructed. It also sets out the process for reporting to Council how the works are to be controlled, tested and inspected in order to prove compliance with the relevant standards. It is a requirement of this part of the IDS that certification is provided for design and construction as a pre-requisite for the release of the 224c certificate. The extent of the documentation required should reflect the complexity and/or size of the project.</p> <p>General Advice Note for Quality Assurance:</p> <p>Landscaping acceptance shall be submitted at engineering design acceptance. The Landscape Plans and Design Report must be submitted to landscape.approval@ccc.govt.nz as well as the Subdivision Engineer.</p> <p>Waterway enhancement/works acceptance can be submitted at a separate time to the engineer design acceptance. The Landscape Plans must be submitted to stormwaterapprovals@ccc.govt.nz.</p>		
14.	<p><u>Traffic Management</u></p> <p>A Traffic Management Plan (TMP) must be implemented for works to existing Ryans Road and Grays Road, and no works are to commence in those specific areas until such time as the TMP has been installed. The TMP must be submitted to the Council through the following web portal http://www.myworksites.co.nz.</p>	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p>	
15.	<p><u>Laterals for rear Lots</u></p> <p>All private sewer and stormwater laterals (serving rear lots) must be installed under a single global Building Consent or Building Act Exemption by a Licensed Certifying Drain Layer and the compliance documents forwarded to Council's Subdivision Team as part of the Section 224c application.</p> <p>If approved under a building consent, passed 252 (FS and SW drains) mandatory building inspections pursuant to the Building Code and the Code Compliance Certificate is required prior to the issue of the s224 Certificate.</p> <p>If approved under a Building Act Exemption, a PS3 form and as-builts will be required to be provided and accepted prior to the issue of the s224 Certificate.</p>	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p>	
16.	<p><u>CCTV Inspections</u></p>	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p>	

	Pipeline CCTV inspections are to be carried out on all gravity pipelines to be vested in compliance with the Council Standard Specifications (CSS): https://www.ccc.govt.nz/consents-and-licences/construction-requirements/construction-standard-specifications/pipeline-cctv-inspections/		
17.	<p><u>Services As-Built Requirements</u></p> <p>As-Built plans and data must be provided for all above and below ground infrastructure and private work in compliance with the Infrastructure Design Standards (IDS): https://www.ccc.govt.nz/consents-and-licences/construction-requirements/infrastructure-design-standards/as-built-survey-and-data-requirements/</p> <p>Advice Note: this includes RAMM and costing data (GST).</p> <p>As-Built Plans are to be provided for any easements in gross over pipelines. The plans are to show the position of the pipelines relative to the easements and boundaries.</p> <p>As-Builts (Reserves and Street Trees)</p> <p>The Consent Holder shall submit As-Built asset data for any landscape improvements on land to be vested as reserves or roads, in accordance with IDS, Part 12 As-Builts records.</p> <p>Advice note: The as-builts must be supplied at the same time as the Engineer's Report, at Practical Completion.</p>	<p>APPLICANT COMMENTS: Original applicant condition.</p> <p>Condition wording agreed between CGL and CCC.</p>	
Cultural Conditions			
18.	<p>In the event of the discovery/disturbance of any archaeological material or sites, including taonga (treasured artefacts) and koiwi tangata (human remains), the consent holder must immediately:</p> <ol style="list-style-type: none"> Cease earthmoving operations in the affected area of the site; and Advise the Council of the disturbance via email to rcmon@ccc.govt.nz Advise appropriate agencies, including Heritage New Zealand Pouhere Taonga and the local Mana Whenua Ngāi Tūāhuriri Rūnanga and Te Taumutu Rūnanga of the disturbance. <p>This condition does not constitute a response under the Heritage New Zealand Pouhere Taonga Act (HNZPT 2014).</p>	<p>APPLICANT COMMENTS: Original applicant condition.</p> <p>Condition wording agreed between CGL and CCC.</p>	
Earthworks / Erosion and Sediment Control			
19.	Earthworks must be carried out in general accordance with stamped approved plans RC-EW205-207, 210, 220.	<p>APPLICANT COMMENTS: Original applicant condition.</p> <p>Condition wording agreed between CGL and CCC.</p>	
20.	The earthworks and construction work must be under the control of a nominated and suitably qualified engineer.	<p>APPLICANT COMMENTS: Original applicant condition.</p> <p>Condition wording agreed between CGL and CCC.</p>	
21.	Run-off must be controlled to prevent muddy water flowing, or earth slipping, onto neighbouring properties, legal road (including kerb and channel), or into a river, stream, drain or wetland. Sediment, earth or debris must not fall or collect on land beyond the site or enter the Council's stormwater system. All muddy water must be treated, using at a minimum the erosion and sediment control measures detailed in the site specific Erosion and Sediment Control Plan, prior to discharge to the Council's stormwater system. (Possible sources of contaminants from construction activities include uncontrolled runoff, dewatering, sawcutting and grooving).	<p>APPLICANT COMMENTS: Original applicant condition.</p> <p>Condition wording agreed between CGL and CCC.</p>	

	Advice note: For the purpose of this condition muddy water is defined as water with a total suspended solid (TSS) content greater than 50mg/L.		
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. Stockpiles must be located to avoid being impacted by helicopter down wash or cause other risk to aircraft safety.	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p> <p>PANEL COMMENT: To emphasise appropriate stockpile management.</p>	
23.	<p>a. 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) as required in Condition (26) below, for the site and submitted to Council for reference. All filling and excavation work must be carried out in accordance with the EMP which identifies how the environmental risks of the project will be managed.</p> <p>b. Except where approved as part of a separate Environment Canterbury (CRC) resource consent for stormwater discharge or CRC resource consent for excavation/filling, work must not commence until the Christchurch City Council's Subdivision Engineer (via email to rcmon@ccc.govt.nz) has formally accepted the EMP.</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.</p>	
24.	<p>The EMP must include an Erosion and Sediment Control Plan (ESCP) covering all earthworks associated with the consented development. The ESCP must:</p> <p>a. Be designed by a suitably qualified and experienced professional; and</p> <p>b. Attach a design certificate (Appendix IV in IDS Part 3) for acceptance (unless subject to Condition (23 b.) by the Council under clause 3.8.2 of the IDS at least ten days prior to the works commencing.</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Have changed approval to acceptance to be consistent with other conditions requiring later CCC 'sign offs' under the IDS. Condition wording agreed between CGL and CCC.</p>	
25.	<p>The ESCP must follow best practice principles, techniques, inspections and monitoring for erosion and sediment control, and be based on CRC's Erosion and Sediment Control Toolbox for Canterbury http://escanterbury.co.nz/.</p> <p>Any changes to the accepted ESCP must be submitted to the Council in writing and the changes accepted by the Subdivision Engineer prior to implementation, unless subject to Condition (23b.)</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.</p>	
26.	<p>a. The EMP must include (but is not limited to):</p> <ol style="list-style-type: none"> i. The identification of environmental risks including erosion, sediment and dust control, spills, wastewater overflows, and excavation and disposal of material from contaminated sites and the management of activities that may attract birds, including but not limited to ponding, stockpiles, grassing/seeding, and waste management; ii. A site description, i.e. topography, vegetation, soils, sensitive receptors such as waterways, the airport, etc; iii. Details of proposed activities; iv. A locality map; v. Drawings showing the site, type and location of sediment control measures, on-site catchment boundaries and off-site sources of runoff, stockpiles; vi. Drawings and specifications showing the positions of all proposed mitigation areas with supporting calculations if appropriate; 	<p>APPLICANT COMMENTS: Amendments to condition a, and new condition b and condition c are proposed in response to the comments received from CIAL.</p>	<p>Additional wording recommended to incorporate a Construction Noise and Vibration Management Plan as part of the Environmental Management Plan.</p>

	<p>vii. Drawings showing the protection of natural assets and habitats;</p> <p>viii. A programme of works including a proposed timeframe and completion date;</p> <p>ix. Emergency response and contingency management;</p> <p>x. Procedures for compliance with resource consents and permitted activities;</p> <p>xi. Environmental monitoring and auditing, including frequency;</p> <p>xii. Corrective action, reporting on solutions and update of the EMP, and reporting to CCC, CIAL and other relevant stakeholders as required;</p> <p>xiii. Procedures for training and supervising staff in relation to environmental issues;</p> <p>xiv. Contact details of key personnel responsible for environmental management and compliance;</p> <p>xv. <u>A Construction Noise and Vibration Monitoring Plan including, but not limited to:</u></p> <ul style="list-style-type: none"> ▪ <u>Hours of operation for all construction activities likely to generate nuisance noise and vibration;</u> ▪ <u>Applicable noise and vibration limits and assessment criteria;</u> ▪ <u>Noise and vibration monitoring and reporting requirements;</u> ▪ <u>Complaint procedures including:</u> <ul style="list-style-type: none"> • <u>the methods for recording any complaints relating to noise and vibration generation and the key details (date and time of complaint, type of activity, type of noise and location of complaint);</u> • <u>Process for investigating complaints and recording the action taken to avoid, mitigate or remedy the noise or vibration generating activity to prevent reoccurrence; and</u> • <u>Reporting requirements to Council;</u> ▪ <u>Non-compliance contingency measures.</u> <p>Advice note: <i>IDS clause 3.8.2 contains further detail on Environmental Management Plans.</i></p> <p>a. In addition to the matters required in clause a. of this condition, the EMP must be prepared in accordance with the CIAL publication 'Requirements for Working at the Airport 2023' and shall include the following matters, as a minimum, in order to address construction activity risks to Christchurch International Airport operations:</p> <ol style="list-style-type: none"> i. Management of bird-attracting activities in accordance with the WHMP and the requirements specified in conditions 109-111 of this consent, including active and remedial management actions if bird numbers exceed thresholds. ii. Procedures to ensure compliance with REPA restrictions and prohibited activities within the REPA, referencing District Plan rules. iii. Management of the height of temporary cranes, construction plant and any other buildings or structures in accordance with condition 7 of the land use consent, including notification to CAA if required under Civil Aviation Rules Part 77. iv. Management of glare and lighting effects in accordance with conditions 9 and 10 of the land use consent, including the limitations on construction activities requiring external artificial lighting during the hours of darkness. v. Dust, stockpile, waste and debris management, including procedures for securing materials and objects to prevent windblown debris or hazards to aircraft. 		
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	<ul style="list-style-type: none"> vi. Visibility risk management, including dust and debris controls to prevent impairment of pilot vision or air traffic control. vii. Site manager contact details, provision of information and communication undertakings to Christchurch International Airport Limited and Garden City Helicopters Limited. viii. Obligations under the Civil Aviation Act 2023 and Civil Aviation Rules Part 77, including notification and compliance with any determinations issued by the Director of Civil Aviation. <p>b. The EMP must be submitted to Christchurch City Council for certification prior to commencement of any works. No construction or earthworks may commence until written certification of the EMP has been provided by CCC.</p>		
27.	<p>The EMP must be implemented on site over the construction phase. No earthworks may commence on site until:</p> <ul style="list-style-type: none"> a. 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. b. CIAL been notified (via email to XXX) no less than 3 working days prior to work commencing, of the earthworks start date and the name and details of the site supervisor. c. The contractor has received a copy of all resource consents and relevant permitted activity rules controlling this work. d. The works required by the EMP have been installed. e. 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. 	<p>APPLICANT COMMENTS: New condition b is proposed in response to the comments received from CIAL.</p> <p>PANEL COMMENT: Applicant requested to provide XX.</p>	
28.	<p>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.</p>	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p>	
29.	<p>All loading and unloading of trucks with excavation or fill material must be carried out within the subject site (besides for the works to the road frontages along Ryans Road and Grays Road).</p>	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p>	
30.	<p>All work within the legal road, or activities outside the legal road that affect the normal operating conditions of the legal road, cannot start until the Consent Holder has been issued with the following:</p> <ul style="list-style-type: none"> a. Approved Works Access Permit (WAP); and b. Approved Traffic Management Plan (TMP). <p>Advice Note: A Corridor Access Request (CAR) application and TMP can be submitted to the Council through the following web portal http://www.myworksites.co.nz.</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.</p>	
31.	<p>Any change in ground levels must:</p> <ul style="list-style-type: none"> a. not cause a ponding or drainage nuisance to neighbouring properties. 	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p>	

	<p>b. Not cause ponding within the site (except for the stormwater treatment functions of Lots 200 and 201).</p> <p>c. not affect the stability of the ground or fences on neighbouring properties.</p> <p>d. maintain existing drainage paths for neighbouring properties (if applicable).</p>	PANEL COMMENT: Insertion to ensure ponding is avoided within the site as well as beyond.	
32.	The fill sites must be stripped of vegetation and any topsoil prior to filling. The content of fill must be clean fill (as defined by the Christchurch District Plan – Chapter 2 Definitions).	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.	
33.	All filling exceeding 300mm above excavation level must be in accordance with NZS 4431:2022 Engineered fill construction for lightweight structures. At the completion of the work an Engineers Earthfill Report, including a duly completed certificate in the form of Appendix D of NZS 4431, must be submitted to Council at rcmon@ccc.govt.nz for all lots, including utility reserves, within the subdivision that contain filled ground. This report must detail depths, materials, compaction test results and include as-built plans showing the location and depth of fill and a finished level contour plan.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.	
34.	All disturbed surfaces must be adequately topsoiled and vegetated as soon as possible to limit sediment mobilisation. Areas of land disturbed at any one time must not exceed 5ha.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC	
35.	Any public road, shared access, footpath, landscaped area or service structure that has been damaged, by the persons involved with the development or vehicles and machinery used in relation to the works under this consent, must be reinstated as specified in the Construction Standard Specifications (CSS) at the expense of the consent holder and to the satisfaction of Council.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.	
36.	Should the Consent Holder cease or abandon work on site for a period longer than 6 weeks, or be required to temporarily halt construction during earthworks, they must first install preventative measures to control sediment discharge / run-off and dust emission, and must thereafter maintain these measures for as long as necessary to prevent sediment discharge or dust emission from the site.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.	
NES / Contamination			
37.	<p>At least 15 working days prior to the commencement of works to remediate contaminated land, the Consent Holder must submit a Remedial Action Plan (RAP) to the CCC Compliance Team via email to rcmon@ccc.govt.nz for certification that it complies with conditions a- e below.</p> <p>The RAP required under this condition must:</p> <p>a. Outline the proposed soil sampling procedure to identify the extent of contamination, including guidelines used to analyse samples;</p> <p>b. Detail a procedure for managing any discovery of contaminated soil or material;</p> <p>c. Describe the methodology for soil removal and how soil will be prevented from being entrained in stormwater;</p> <p>d. Outline where the contaminated soil will be disposed of; and</p> <p>e. Describe any validation sampling that will be undertaken to ensure all contaminated soil is removed.</p>	APPLICANT COMMENTS: Merged two previous conditions into one, so that they are the same as the CRC land use consent conditions for contamination, for ease of administration (i.e. both Councils receive same info at same time).	
38.	The RAP in condition (37) may be amended at any time. Any amendments must be:	APPLICANT COMMENTS: Original applicant condition.	

	<ul style="list-style-type: none"> a. Only for the purpose of improving the efficacy of the management of contaminated soil and must not result in an increase of sediment being discharged from the site; and b. Consistent with the conditions of this resource consent; and c. Submitted in writing to the CCC Compliance Team via email to rcmon@ccc.govt.nz. 	Condition wording agreed between CGL and CCC.	
39.	<p>After the removal of buildings/contaminated land in the southeast corner of the site and identified in the DSI:</p> <ul style="list-style-type: none"> a. Further sampling and investigation shall be undertaken by a SQEP in contaminated land to assess areas of interest (e.g. under buildings). b. Results in the form of a letter update to the DSI shall be submitted in writing to the CCC Compliance Team via email to rcmon@ccc.govt.nz, 10 days prior to start of works. c. Results of the additional investigation shall be included into the Remedial Action Plan (RAP) in accordance with Condition (38). 	APPLICANT COMMENTS: New condition to reflect CRC land use conditions, for ease of administration (i.e. both Council's receive same info at same time).	
40.	<p>Within three (3) months of the completion of the earthworks a Site Validation Report (SVR) shall be prepared and submitted to Council. The SVR shall include as a minimum</p> <ul style="list-style-type: none"> a. Volumes of materials moved on site; b. Details of any variations to the proposed work plan; c. Details of any discharges or contingency measures employed during the earthworks; d. Photographic evidence of the site works; e. Evidence the objectives of the final site remediation have been met with regard to Industrial land use. f. Evidence of the disposal of any soils off site to an authorised facility. <p>The SVR shall be written in accordance with the Ministry for the Environment Guidelines for Reporting on Contaminated Sites in New Zealand (revised 2011). Delivery of the SVR may be by way of email to rcmon@ccc.govt.nz.</p>	<p>APPLICANT COMMENTS: Original applicant condition.</p> <p>Condition wording agreed between CGL and CCC.</p> <p>Note: CRC site validation conditions are located in the discharge consent not the land use consent as for others above.</p>	
Geotechnical			
	Deleted.	APPLICANT COMMENTS: Deleted as suggested by CCC Planner and Subdivision Engineer.	
Water Supply			
41.	The development can be serviced by the Northwest Water Supply Zone, subject to the establishment of a New Water Booster Pump Station. This pump station to be supplied from the existing DN375 asbestos cement water main located in Russley Road.	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16.</p> <p>Condition wording agreed between CGL and CCC.</p>	
42.	<p>The applicant shall enter into an Infrastructure Provision Agreement with the Christchurch City Council (CCC) on the form reasonably required by CCC to be provided by the Council's solicitors for review and comment, for the design and construction of the New Water Booster Pump Station. The Infrastructure Provision Agreement will provide (without limitation):</p> <ul style="list-style-type: none"> a. that the Design Engineer shall be approved on the Three Waters HDM (hybrid delivery model) Professional Services Panel; 	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16.</p> <p>Condition wording agreed between CGL and CCC.</p>	

	<p>b. that the design shall be in accordance with the design standards and requirements as per the Council Design Guides/Standards Master List and for Council to advise any such further specifications, standards and requirements during each phase of the design;</p> <p>c. for the Developer to obtain Council Engineering Acceptance for each stage of the design including Concept design, Preliminary design and Detailed design;</p> <p>i. that the Developer shall complete the necessary investigations and assessments to adequately inform the design including geology, topography, ground contamination, archeological, ecological and visual aspects.</p> <p>ii. that the design shall be comprehensive in terms of civil, mechanical, structural, electrical, SCADA and controls, landscaping, access, security, and water safety disciplines;</p> <p>iii. for incorporation of risk assessments (inclusive of water safety) and safety in design in the design process;</p> <p>iv. that the work shall be carried out by a Council Three Waters HDM (hybrid delivery model) Potable Water Tier One Contractor;</p> <p>v. for Council participation and review of the Contract Quality Plan, Health and Safety Plan, Environmental Management Plan, Contract Method Statement, Testing & Commissioning Plan including Handover checklist;</p> <p>vi. for the assignment of a Council contracts engineer to audit the construction phase;</p> <p>vii. for specifying any additional As-Built, Testing and Commissioning and Operations and Maintenance Manual requirements;</p> <p>d. for the Developer to undertake all design and construction work at its sole cost and to meet the reasonable costs of CCC involved including all legal, external and internal consultants.</p>		
43.	<p>The New Water Booster Pump Station shall be installed on land to be vested in Council as a Utility Lot. The size and configuration of this Utility Lot, including all associated facilities, for acceptance by Council. In making this determination, Council will consider factors such as site accessibility, feasibility of maintenance activities, and the ability to meet service objectives.</p> <p>The final size and location of the Utility Lot shall be adjusted as necessary to satisfy the requirements of Council. Council's Water Supply and Wastewater Asset Planning Team will confirm the land requirements in accordance with the New Water Booster Pump Station Infrastructure Provision Agreement, which will include one of the following outcomes:</p> <p>a. Confirmation that no changes to the Utility Lot size or configuration are required if the design work demonstrates adequacy for the New Water Booster Pump Station; or</p> <p>b. Confirmation that the Utility Lot must be increased (or decreased) in size, specifying the additional (or reduction in) land necessary to accommodate the New Water Booster Pump Station.</p> <p>Should additional (or reduction in) land be required, the applicant must enlarge/reduce the Utility Lot accordingly.</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16, with minor amendment to wording in red text:</p> <ul style="list-style-type: none"> - to also allow for the Utility Lot to get smaller if appropriate. - to change approval to 'for acceptance' to be consistent with other conditions requiring later CCC 'sign offs' under the IDS. <p>Condition wording agreed between CGL and CCC.</p>	
44.	<p>The water supply network must be designed by a suitably qualified person in accordance with the Infrastructure Design Standard and in general in accordance with the NZ Fire Service Fire Fighting Water Supplies Code of Practice NZS 4509:2008, subject to Council engineering acceptance. Engineering drawings supported by hydraulic model outputs must</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16.</p> <p>Condition wording agreed between CGL and CCC.</p>	

	be sent to the Subdivisions Planning Engineer for engineering acceptance by the Water Supply & Wastewater Asset Planning Team prior to the commencement of any physical work.		
45.	All water mains and submains for the subdivision shall be installed in road reserves to be vested in Council. Minimum DN200 water mains shall be extended along the full length of all roads to be vested and terminated with temporary hydrants in accordance with the requirements of the Infrastructure Design Standard.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16 with addition of the word 'reserve' to reflect that some pipes may be in berms. Condition wording agreed between CGL and CCC.	
46.	All lots shall be provided with water supply connections extending to their boundaries. Submains shall be installed to extend at least 1 metre beyond each lot boundary.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.	
47.	Construction of water infrastructure to be vested in Council must be performed by a Council approved water supply installer and undertaken at the applicant's expense.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.	
48.	The following condition must be recorded pursuant to Section 221 of the RMA in a consent notice registered on the titles of each Lot: a. This allotment shall be served by the Christchurch City Council's pressurized water supply network and requires the installation of a high-hazard backflow prevention device. An application for water connection must be submitted to Christchurch City Council either online or by completing a WS1 form (application for water supply), including a water supply site plan. The water connection will not be activated until confirmation is provided to Council that an approved backflow prevention device has been installed. The backflow prevention device must be installed within the property boundary, on private land, as close as practicable to the water meter at the point of supply. Advice Note: The water supply network for this allotment can accommodate a maximum FW3 fire demand (50 L/s), as defined in the NZ Fire Service Fire Fighting Water Supplies Code of Practice NZS 4509:2008. Advice Note: This is an on-going condition and a consent notice will be issued under section 221 of the Act at the time of section 224(c) certificate.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.	
49.	Any rear lot or lot within a Right of Way shall be serviced by its own lateral within a shared access. Each water supply lateral connection shall be installed with a dummy connection spacer rod in accordance with CSS Part 4, SD 403. An easement for the right to convey water shall be created over the lateral in favour of the lot serviced by the lateral. Laterals shall be installed by a Licensed Certified Plumber and shall not cross the boundary of the net site area of other sites. Advice Note: This work will require a Building Consent or a Building Act Exemption.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.	
Wastewater / Sewer			
50.	The development may be serviced by a Local Pressure Sewer System that is designed in accordance with the Council's Infrastructure Design Standards and Construction Standard Specifications and to discharge into the DN225 RCRR gravity main in Russley Road.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.	
51.	The Local Pressure Sewer System must be designed so that larger industrial lots can be serviced with non-residential local pressure pumps.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.	

52.	The collective pressure main must be fitted with a magnetic flow meter that complies with Council's standards and specifications and is fully integrated into the Council's SCADA system.	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16.</p> <p>Condition wording agreed between CGL and CCC.</p>	
	[Deleted].	<p>APPLICANT COMMENTS: Accept CCC deletion as now included in condition above.</p>	
53.	The applicant must put in place measures to enable the initial operation of the local pressure sewer system within and from the development during the build phase, including (but not limited to) ensuring self-cleansing flow and limiting sewage retention time within the system when the design number of pressure sewer tanks are not yet in operation. These measures must be reported to the Subdivisions Engineer prior to seeking section 224(c) certification.	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16.</p> <p>Condition wording agreed between CGL and CCC.</p>	
54.	<p>An odour treatment and corrosion management system shall be provided in accordance with the following requirements:</p> <ol style="list-style-type: none"> a. The design shall be in accordance with the CCC Odour and Corrosion Management Design Guideline, the SCIRT Protective Coating for Concrete Wastewater Structures Designers Guideline, the Infrastructure Design Standards, the Construction Standard Specification and such other specifications or operations requirements to be provided / issued by Council as part of the engineering acceptance process. b. The local pressure sewer system discharge shall be into a new corrosion resistant manhole and corrosion protection shall be provided to downstream manholes withing a distance of 400 metres of the discharge point. c. The location of the odour treatment facility must be accepted by Council. In making its determination, Council will consider factors such as site accessibility, feasibility of maintenance activities and the ability to meet service objectives. The final location of the odour treatment facility shall be adjusted as necessary to satisfy the requirements of Council. d. The necessary investigations, assessments and tests shall be carried out to inform the design. e. A concept and preliminary design will be presented to Council for review and acceptance by the Three Waters team prior to embarking upon the detailed design phase. f. The detailed design complete with engineering drawings shall be sent to the Subdivisions Engineer for Engineering Acceptance by the Three Waters team prior to the commencement of any physical work. g. Council to review and accept a draft Operations and Maintenance Manual as part of the design. h. Smoke testing is required during the commissioning of the odour treatment unit to confirm negative pressure is achieved at the design air entry point. 	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Have changed approval to acceptance to be consistent with other conditions requiring later CCC 'sign offs' under the IDS.</p> <p>Condition wording agreed between CGL and CCC.</p>	

55.	Each industrial lot must have an appropriately sized Boundary Kit located within the legal road or Right of Way outside the boundary of the lot. The pressure lateral from the Boundary Kit is to extend at least 600mm into the net site of each lot.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.	
	[Deleted].	APPLICANT COMMENTS: Accept CCC deletion as no properties are proposed in a ROW.	
56.	Installation of the pressure sewer mains and boundary kits must be carried out by a Council Authorised Drainlayer (Pressure Sewer Reticulation).	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.	
	[Deleted].	APPLICANT COMMENTS: Accept CCC deletion as covered in another condition and consent notice.	
57.	<p>The following conditions must be recorded in a consent notice registered on the titles of each Lot:</p> <p>a. The property is connected to a local pressure sewer system that has been designed to accommodate specific wastewater flow limits. Wastewater discharge from the property shall not exceed an average daily flow of 0.09 litres per second per hectare.</p> <p>b. This allotment shall be serviced by a local pressure sewer unit consisting of a pump, remote monitoring control panel and storage chamber capable of accommodating at least 24 hours of wastewater flow. The unit must be supplied by either Aquatec or EcoFlow and installed at the building consent stage by a Council authorised drainlayer (Pressure Sewer Tanks), in accordance with the requirements for local pressure sewer units as specified under a Building Consent.</p> <p>c. The owner must enter into a management agreement with the supplier of the local pressure sewer unit. This agreement shall provide Council with the necessary rights to monitor and control (as may be required) the pumping regime to support the operation and maintenance of the local pressure sewer catchment.</p> <p>d. The owner is responsible for the ongoing operation and maintenance of the local pressure sewer unit and control panel.</p> <p>Advice Note: This is an on-going condition and a consent notice will be issued under section 221 of the Act at the time of section 224(c) certificate.</p>	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.	
Stormwater			
58.	The stormwater management and mitigation system to be constructed under this application shall rely on stormwater treatment and disposal to ground via infiltration. In addition to the below conditions, the stormwater management system to be constructed under this application shall meet the requirements of the Waterways, Wetlands and Drainage Guide (2003, including updates), the Infrastructure Design Standard (IDS 2022) and the Construction Standard Specifications (CSS 2022).	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.	
59.	The consent holder shall submit an Engineering Design Report to the 3 Waters Asset Planning - Stormwater & Waterways and Resource Consents Units. The Engineering Design Report shall demonstrate how the design will meet all of the applicable standards and shall contain all of the plans, specifications and calculations for the design and construction of all stormwater infrastructure systems.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.	

60.	The consent holder shall demonstrate in the Engineering Design Report that discharge consent for the discharge of construction and operational phase stormwater is under the Christchurch City Council Comprehensive Stormwater Discharge Consent or has been obtained from Canterbury Regional Council.	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16.</p> <p>Condition wording agreed between CGL and CCC.</p>	
61.	<p>Stormwater generated from all roading shall be collected via channels, sumps, and pipes prior to discharge via an approved pre-treatment system to an approved first flush treatment and disposal system.</p> <p>a. Unless otherwise accepted by the Council Planning Engineer, the stormwater pre-treatment system shall consist of:</p> <p>i. An approved Gross Pollutant Trap proprietary device (Stormwater360 Cascade Separator, Hynds First Defence High Capacity or Atlan Vortceptor).</p> <p>b. Unless otherwise approved by the Council Planning Engineer, the stormwater treatment system shall consist of:</p> <p>i. Stormwater360 Filterra proprietary treatment devices designed to treat the runoff generated from 5mm/hr rainfall intensity.</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC condition in their Appendix 16 and amended to delete reference to swales and basins to address CIAL comments. As a Stormwater360 Filterra proprietary treatment device is now specified in the plans CGL do not need the flexibility offered by including the other options in this condition.</p> <p>Have changed approval to acceptance to be consistent with other conditions requiring later CCC 'sign offs' under the IDS.</p>	
62.	<p>Treated stormwater and stormwater in excess of the first flush treatment system capacity generated within public roads shall discharge into a rapid soakage disposal system. The rapid soakage system shall:</p> <p>a. Consist of infiltration soak pits or trenches designed in general accordance with WWVG Part 6.5, and;</p> <p>b. Provide sufficient storage and soakage to dispose of stormwater generated from the critical two percent annual exceedance probability storm event.</p> <p>c. Provide an array of redundant "capped off" rapid soakage chambers or trenches providing at least double the design soakage capacity.</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC condition in their Appendix 16 and amended to delete reference to above ground stormwater storage to address CIAL comments.</p>	
63.	<p>Lots 1 – 126 shall provide first flush stormwater treatment and rapid soakage systems within the site at the time of building consent for hardstand areas.</p> <p>The following consent notice shall be registered on the title of Lots 1 – 126 to ensure ongoing compliance with consent conditions:</p> <p>a. Stormwater generated from the roofs of all buildings within this allotment shall be collected via a sealed stormwater system separated from all other stormwater and discharged into an onsite rapid soakage disposal system. The rapid soakage infiltration system shall be designed to dispose of the runoff generated from the critical 2 percent annual exceedance probability storm event.</p> <p>b. Roofs and flashings of all buildings within the site shall be low-zinc and low-copper generating materials (those generating less than 20 parts per million dissolved zinc and less than 3 parts per million dissolved copper, i.e.; painted steel, non-zinc treated aluminium, BUR, Modified Bitumen, Single Ply/Thermoset Membrane, Thermoplastic Polyolefin). If zinc-generating or copper-generating materials are used, treatment of stormwater runoff from the full roof area shall be provided using an approved treatment device designed to remove at least 80% of dissolved zinc and/or copper in stormwater.</p> <p>c. Stormwater runoff from all hardstanding areas within this allotment shall be captured, treated and disposed of via private onsite treatment and soakage systems within the boundaries of the lot. The stormwater management and disposal system shall be sized to capture, contain and dispose of the runoff generated from the critical 2 percent annual exceedance probability storm.</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16, with small amendment to remove 'roofs'.</p> <p>Condition wording agreed between CGL and CCC.</p>	

	<p>d. The first flush of stormwater runoff from all sealed surfaces within this allotment shall be treated prior to disposal into land. The onsite stormwater treatment system shall be designed by a suitably qualified and experienced person, shall be tailored to the specific proposed site activities, and shall be submitted for acceptance by the Christchurch City Council Planning Engineer prior to installation.</p> <p>e. Sites engaging in any of the activities listed in Environment Canterbury's Land and Water Regional Plan Schedule 3 Hazardous Industries and Activities (or successor schedule) shall submit a Stormwater Quality Management Plan for acceptance by the Christchurch City Council Planning Engineer.</p> <p>Advice Note: This is an on-going condition and a consent notice will be issued under section 221 of the Act at the time of section 224(c) certificate.</p>		
64.	Stormwater in excess of the stormwater management and disposal system capacity shall be discharged to the Council network (roads or drains) via spillways or overland flow paths designed to avoid scour and erosion.	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16.</p> <p>Condition wording agreed between CGL and CCC.</p>	
	[Deleted].	<p>APPLICANT COMMENTS: Accept CCC deletion as now included under a single consent notice condition above.</p>	
	[Deleted].	<p>APPLICANT COMMENTS: Accept CCC deletion as now included under a single consent notice condition above.</p>	
65.	Prior to vesting of reserves the consent holder shall confirm, by Detailed Site Investigation and/or Validation Report (if required) that soil contaminants within all Local Purpose (Utility) Reserves containing stormwater basins or soakage systems are below ANZECC SQG-High Sediment Quality guidelines.	<p>APPLICANT COMMENTS: Original applicant condition.</p> <p>Condition wording agreed between CGL and CCC.</p>	
66.	The primary stormwater reticulation network shall be designed to convey (at minimum) the critical twenty percent annual exceedance probability storm event. No flooding of private property shall occur during the critical ten percent annual exceedance probability storm event.	<p>APPLICANT COMMENTS: Original applicant condition.</p> <p>Condition wording agreed between CGL and CCC.</p>	
67.	Prior to the commencement of engineering works, the consent holder shall demonstrate, by means of appropriate site testing (by a suitably qualified professional) that the 'design' soakage rates for the infiltration systems are able to be achieved within the stormwater disposal sites. Measured soakage rates, determined by test, shall be reduced by a factor of three (or more) in the final design of the soakage system.	<p>APPLICANT COMMENTS: Original applicant condition.</p> <p>Condition wording agreed between CGL and CCC.</p>	
68.	At the time of excavation of the actual infiltration site(s) during the construction phase of the development, the Consent Holder shall confirm that the initial assumptions of infiltration rates, derived from the preliminary testing, are appropriate.	<p>APPLICANT COMMENTS: Original applicant condition.</p> <p>Condition wording agreed between CGL and CCC.</p>	
	[Deleted].	<p>APPLICANT COMMENTS: Deletion of this condition is proposed as 'soil absorption basins' are no longer proposed as part of the Stormwater360 Filterra Bioscape system.</p>	
69.	The consent holder shall provide easement in gross over any infrastructure located outside of Local Purpose (Utility) Reserves or legal road.	<p>APPLICANT COMMENTS: Original applicant condition.</p> <p>Condition wording agreed between CGL and CCC.</p>	
70.	Earthworks shall not cause adverse flooding effects on other land. The consent holder shall provide a report summarizing any effects of disruption of overland flow or displacement of ponded floodwaters caused by filling within the site, and identify all measures proposed to	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16.</p>	

	avoid, remedy or mitigate those effects. This report shall form part of the Engineering Design Report.	Condition wording agreed between CGL and CCC.	
71.	The designer of the stormwater management system shall provide a report which identifies all overland flow paths proposed for storm events that exceed the capacity of the reticulated stormwater network. All overland stormwater flow paths are to be identified and protected by an easement in favour of Christchurch City Council, if required.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.	
72.	A stormwater design and flood modelling report shall be provided for the subdivision which addresses the critical 10%, 2% and 0.5% annual exceedance probability rainfall events in the post-development scenario. This report shall form a part of the Engineering Design Report and shall include (but may not be limited to) the following information in PDF and GIS *.shp file format: a. A plan showing design ground levels (100mm contours or appropriate) and proposed secondary flow paths. b. A plan showing the predicted extent of flooding (for flood depths in excess of 100mm) for the critical 2 percent and 0.5 percent annual exceedance probability rainfall events. c. A plan showing predicted floodwater levels for the critical 2 percent and 0.5 percent annual exceedance probability rainfall events marked at every 10m interval along all overland flow paths. d. All elevations shall be in NZVD2016.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.	
73.	All boundaries between-allotments and Local Purpose (Utility) Reserves shall be fenced. The design and placement of fencing shall form part of the Engineering or Landscape submission.	APPLICANT COMMENTS: Original applicant condition with word 'residential' removed. Condition wording agreed between CGL and CCC.	
74.	Safe and adequate access to all stormwater management and mitigation facilities for operation and maintenance, including sediment removal, shall be provided and designed in accordance with WWDG Sections 6.8 & 6.9.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.	
75.	A Maintenance and Operations manual for all stormwater water management systems shall be provided and shall form part of the Resource Consents and 3 Waters Asset Planning - Stormwater & Waterways Unit acceptance. This manual is to include a description of the activity, the design assumptions, maintenance schedule and monitoring requirements.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.	
76.	The consent holder shall provide as-built plans of the stormwater management systems and confirm that they have been constructed in accordance with the approved plans and comply with the IDS, particular Part 3: Quality Assurance and Part 12: As-Builts.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.	
	[Deleted].	APPLICANT COMMENTS: Deletion of this condition is proposed as 'soil absorption basins' are no longer proposed as part of the Stormwater360 Filterra Bioscape system.	
77.	The consent holder shall operate all stormwater infrastructure to vest into Council for the below engineering defects periods: a. The engineering defects period for the stormwater treatment and infiltration systems is 2 years (24 months) from Practical Completion Certificate. b. The engineering defects period for all other stormwater infrastructure is 24 months following the issue of the Section 224(c) certificate.	Regarding the defect's liability in (a), the proposed condition is considered very onerous by Mr O'Neill the applicants Stormwater Engineer. He notes that there will be ESCP's in place for individual lot development, also those ESCP's will involve management and disposal of construction related Stormwater to ground within each individual site via construction soakpits. There is little to no risk of Stormwater runoff exiting individual development lots and entering the CCC Stormwater reticulation system. The high infiltration capacity of the onsite soils also significantly mitigates any potential runoff risk.	

		<p>In addition, there is a pre-treatment device (SW360 Cascade GPT) upstream of the bioscape which provides significant TSS removal prior to Stormwater entering the bioscape, therefore the bioscape has a high degree of protection between that and the protecting mulch layer.</p> <p>Further the threshold in this condition is set wrong as there is not 44.4 ha of developable land once road, reserves and the REPA are removed.</p> <p>On this basis Mr O'Neill has advised a defect period of two years from Practical Completion Certificate, which exceeds the 12 months specified in the IDS.</p>	
Access Construction Standards			
78.	<p>The access formation must be designed and constructed in accordance with the CCC Infrastructure Design Standard. Physical works must not commence until a Council engineering officer confirms that the Design Report, Plans and Design Certificate complying with clause 3.3.2 of the IDS and the Contract Quality Plan and Engineer's Review Certificate complying with clause 3.3.3 has been received and accepted by Council.</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16.</p> <p>Condition wording agreed between CGL and CCC.</p>	
Transport			
79.	<p><u>Street Lighting</u></p> <p>Street lighting is to be installed in the new road(s) to vest in compliance with Part 11 (Lighting) of the Infrastructure Design Standard.</p> <p>Streetlights must use of warm colour temperature ($\leq 3000K$) and light streets within 500m of the runway to PR4 standard ($>1.3lux$ average, $<2.5lux$ maximum).</p> <p>Streetlights must not shine above the horizontal.</p>	<p>APPLICANT COMMENTS: Original applicant condition, updated to reflect text amendment from CIAL to protect airport operations.</p>	
80.	<p><u>Traffic Safety Audit</u></p> <p>The applicant must provide traffic safety audits undertaken by a suitable qualified independent traffic engineer at the engineering acceptance stage (design) and at works completion (post construction).</p> <p>Detailed engineering design for the transport network must ensure the recommendations of the e Safety Engineer in the preliminary scheme design (concept) safety audit are incorporated in the design or provide a <u>satisfactory response to the satisfaction of the Safety Engineer</u> to the recommendations if not being incorporated.</p>	<p>APPLICANT COMMENTS: Condition updated to reflect Transport response from Mr Fuller.</p> <p>The current traffic safety audit condition requires that the detailed engineering design of the transport network must incorporate the recommendations from the preliminary safety audit conducted by the Safety Engineer. However, there is a concern that the audit process might reopen discussions on issues previously resolved in the Panel's decision and conditions, such as the undergrounding of power poles or the provision of a shared path (see condition below).</p> <p>To address this, it is suggested that the condition be amended so that the design must either incorporate these recommendations or provide a satisfactory response, allowing flexibility and recognition of matters already settled.</p> <p>PANEL COMMENT: Applicant to clarify document part referred to as c .</p>	<p>Note that 'c' in the condition originally proposed condition referred to the Safety Engineer, and this accords with Paragraph 484 of the draft decision. Accordingly, the condition has been understood on this basis, and 'Safety Engineer' has been added in place of 'c'.</p> <p>Additional wording clarifies that an alternative response must be satisfactory to the Safety Engineer.</p>
81.	<p><u>Existing Road Frontage</u></p> <p>Ryans Road frontage is to be upgraded at the cost of the consent holder to include a service strip, kerb and channel, car parking and landscaping in general accordance with the stamped approved plan set.</p>	<p>APPLICANT COMMENTS: The applicant does not accept the Council's proposed amendments to this condition that require the provision of a 2.5m wide shared path on both the Ryans Road and Grays Road frontages and the undergrounding of powerlines on the Ryans Road frontage.</p>	

	Grays Road frontage is to be upgraded at the cost of the consent holder to include a service strip, kerb and channel and landscaping, in general accordance with the stamped approved plan set.	As noted in Mr Fuller's Transport response, there is uncertainty about whether this can be accommodated within the existing Ryans Road corridor, as widening may impact the water race on Ryans Road or require shifting the road centreline. The shared path would be an isolated facility, with no onward connections to existing shared paths in the area. As such, Mr Fuller considers the effects of not providing this shared path are acceptable. Further, Mr Fuller is of the view that undergrounding the powerlines on Ryans Road would add additional cost without any benefit to traffic safety. CCC's other amendments to specify, service strip, kerb and channel, car parking (Ryans Road) and landscaping rather than the applicant proposed more general condition are accepted.	
82.	<u>Intersection Design</u> Intersection Design is to be as per the Capture Land Development Drawings, and subject to the IDS and CSS.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.	
82A	Footpaths must be provided on both sides of all internal roads (Roads 1 – 4).	APPLICANT COMMENTS: Accept CCC's recommendation to delete as covered in Condition 5 above. PANEL COMMENT: Inserted per decision findings.	
83.	<u>Turning Facilities</u> The subdivision design must provide for adequate rubbish truck turning facilities which is legally secured within the application site at each stage.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.	
Construction Stage Lighting			
84.	No construction activities requiring external artificial lighting may occur during the hours of darkness, except where: i. A temporary works management plan addressing construction 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 ii. Airport operator consent is obtained from Christchurch International Airport Limited; and iii. Civil Aviation Authority (CAA) authorisation is obtained under Civil Aviation Rule Part 77; and iv. Construction lighting is operated in accordance with all requirements specified in clauses i-iv. of this condition.	APPLICANT COMMENTS: Condition amended to provide for construction phase lighting, where authorised by CIAL and CAA, consistent with new condition 9b.	
Landscaped Setback Ryans and Grays Roads			
85.	The proposed landscaping must be in accordance with the Landscape Plans prepared by DCM Urban and submitted with the application dated 18 November 2025 Revision L (and attached to the Capture Land Development Plans as pages 55 – 65). The proposed landscaping must be established on site within the planting season (extending from 1 April to 30 September).	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.	
86.	a. A Landscape Concept, Maintenance and Management Plan shall be prepared by a suitably qualified landscape architect and include the following:	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16.	

	<ul style="list-style-type: none"> i. A comprehensive landscape concept for the 3m landscape strip extending from Ryans Road and Grays Road; ii. A schedule of plant species; iii. A statement of compliance with approved landscape plans and relevant landscape conditions of this consent; iv. A maintenance schedule including for the establishment period. <p>b. Landscaping shall be established in accordance with the Landscape Concept, Maintenance and Management Plan.</p> <p>c. The following conditions must be recorded pursuant to Section 221 of the RMA in a consent notice registered on the titles of Lots 1-10, 20-21, 40-41, 55-61, 63-70, 121: Landscaping on this lot shall be maintained in accordance with the attached Landscape Concept, Maintenance, and Management Plan. Any dead, diseased, or damaged landscaping must be replaced by the consent holder within the following planting season (extending from 1 April to 30 September) with trees/shrubs of similar species to the existing landscaping</p> <p>Note: This is an ongoing condition of Consent for which a consent notice pursuant to s221 of the Resource Management Act will be issued.</p>	Condition wording agreed between CGL and CCC.	
	[Deleted].	APPLICANT COMMENTS: Deleted as these details are now all contained in condition 88 to avoid duplication allow for a single consent notice.	
87.	<p>No fencing shall be located forward of (i.e. in front of) the 3m wide landscape strips along the Ryans Road or Grays Road frontages.</p> <p>Note: This is an ongoing condition of Consent for which a consent notice pursuant to s221 of the Resource Management Act will be issued.</p>	APPLICANT COMMENTS: New CCC condition from Appendix 16, updated to reflect Landscape and Visual Amenity assessment from DCM. The CCC wording is confusing as it references the internal boundary where there is not one.	
	[Deleted].	APPLICANT COMMENTS: Conditions proposed by CCC not agreed. Propose to delete the condition as a 3m wide landscape strip consisting of large trees is already required as a consent condition on these frontages and the condition results in unnecessary repetition and requirements.	
	[Deleted].	APPLICANT COMMENTS: Conditions proposed by CCC not agreed. Propose to delete the condition, noting that the height of stacked shipping containers is otherwise controlled in the land use consent and any containers would be located behind the 3m landscape setback and outside of the 5m road boundary setback.	
	[Deleted].	APPLICANT COMMENTS: Conditions proposed by CCC not agreed. Propose to delete the condition, noting that in the IG zone no landscaping is required along rural boundaries or within car parking areas and there is already a 3m wide landscape strip consisting of large trees required as a consent condition on these frontages and the condition results in unnecessary repetition and requirements. Further increasing the number of trees on site is not consistent with the WHMP, noting there is a balance to be struck between providing visual screening and not creating attractive bird habitat.	
	[Deleted].	APPLICANT COMMENTS: Conditions proposed by CCC not agreed. Propose to delete the condition, noting that DCM assessment does not	

		consider that this is necessary mitigation and no other IG zones in the city adjoining rural zones contain such restrictions.	
	[Deleted].	APPLICANT COMMENTS: Conditions proposed by CCC not agreed. Propose to delete the condition as the larger sized lots on Ryans Road may contain two vehicle crossings (in compliant locations/ separation distances etc.. under the Transport Rules) as this may be the most efficient way to provide for heavy vehicle movement through a site. In terms of visual effects this is supported by the DCM assessment.	
Reserve Landscape Plans			
88.	Landscape Plans (in general accordance with the DCM Urban set pages 55 – 65 of the approved consent plans) and an accompanying Design Report for Reserves (Lots 200-201) are to be submitted to Technical Design Services (Landscape Architecture and Environment Team at landscape.approval@ccc.govt.nz) for acceptance.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16, with additional reference back to the landscape plans prepared by DCM Urban being approved as part of this application. Noting that these plans now contain a higher level of information than typical at subdivision stage and the unique location in relation to managing bird strike risk.	
89.	The Landscape Plans (in general accordance with the DCM Urban set pages 55 – 65 of the approved consent plans) and Design Report are to provide sufficient detail to confirm compliance with the requirements of the IDS, the CSS, and the WWDG (current versions): All landscaping required by this condition is to be carried out in accordance with the accepted plan(s) at the Consent Holder's expense, unless otherwise agreed. Advice Note: <i>Planting is also required to comprise of species in Appendix 6.11.9 Plant Species for Water Bodies and Stormwater Basins in the Bird strike Management Area in Appendix 6.11.7.5 to meet the WHMP.</i>	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16, with additional reference back to the landscape plans prepared by DCM Urban being approved as part of this application. Noting that these plans now contain a higher level of information than typical at subdivision stage and the unique location in relation to managing bird strike risk. Advice note added by CGL to ensure consistency with WHMP for bird strike risk.	
90.	Prior to Council's practical completion inspection and acceptance, the consent holder must submit (to the Landscape Architecture and Environment Team at landscape.approval@ccc.govt.nz) all required completion documentation in accordance with IDS Part 10.3.4 Engineer's Report and the Quality Assurance System, to provide evidence that the work is completed in accordance with the accepted plans, the IDS, CSS and WWDG (current versions), and the conditions of consent.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.	
91.	The Consent Holder must maintain all landscape assets on Reserve Lots 200-201 to the standards specified in the CSS (current version) for the 24 months Establishment Period (Defects Liability), from the date of Council's practical completion acceptance until a final inspection and acceptance of the landscaping by Council. Acceptance will be based upon the criteria outlined in the CSS, Part 7 Landscapes (current version).	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. APPLICANT COMMENTS: Condition wording agreed between CGL and CCC.	
92.	The Consent Holder is to maintain an accurate and up-to-date monthly report on the condition of the landscape assets and the works undertaken during the Establishment Period. The report must be submitted to the Landscape Architecture and Environment Team at landscape.approval@ccc.govt.nz) within five days of the end of each month during the Establishment Period. (Refer: Monthly Establishment Report, CSS, Part 7 Landscape (current version).	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.	
93.	The Consent Holder must enter into a separate bond with Council to the value of 50% of the cost to replace and establish all plants, trees, and turf on reserves. The bond will be held for the Establishment Period of a minimum of 24 months and may be extended by a further 12 - 24 months for the replacement planting(s), as required. The bond will be released after the landscape assets have been inspected and accepted by Council at final completion / handover.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.	

	Where works have not obtained practical completion acceptance by Council prior to the issuing of the Section 224(c) certificate, the value of the bond will be 100% of the cost of all landscape improvements.		
94.	Any replacement plantings and extended establishment period required due to plant, trees, and turf not being accepted are to be carried out at the Consent Holder's expense.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.	
Streetscape Landscape Plans			
95.	Landscape plans (in general accordance with the DCM Urban set pages 55 – 65 of the approved consent plans) and an accompanying Design Report for street trees and street garden beds are to be submitted to the Technical Design Services (Landscape Architecture and Environment Team at landscape.approval@ccc.govt.nz) for acceptance under the IDS. Advice note: Grassed berms within road reserves do not form part of the landscape acceptance or landscape bond. Advice Note: Planting is also required to comprise of species in Appendix 6.11.9 Plant Species for Water Bodies and Stormwater Basins in the Bird strike Management Area in Appendix 6.11.7.5 to meet the WHMP.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Updated with additional reference back to the landscape plans prepared by DCM Urban being approved as part of this application. Noting that these plans now contain a higher level of information than typical at subdivision stage and the unique location in relation to managing bird strike risk. Advice note added by CGL to ensure consistency with WHMP for bird strike risk	
96.	The Landscape Plans and Design Report are to provide sufficient detail to confirm compliance with the requirements of the IDS (current version) and the CSS (current version). All landscaping required by this condition is to be carried out in accordance with the plan(s) at the Consent Holder's expense, unless otherwise agreed.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.	
97.	Prior to Council's practical completion inspection and acceptance, the consent holder must submit (to the Landscape Architecture and Environment Team at landscape.approval@ccc.govt.nz) all required completion documentation in accordance with IDS Part 10.3.4 Engineer's Report and the Quality Assurance System, to provide evidence that the work is completed in accordance with the accepted plans, the IDS and CSS (current versions), and the conditions of consent.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.	
98.	The Consent Holder must maintain all landscape assets within road corridors to the standards specified in the CSS (current version) for the 24 months Establishment Period (Defects Liability) from the date of Council's practical completion acceptance until final inspection and acceptance of the assets by Council. Acceptance must be based upon the criteria outlined in the CSS, Part 7 Landscapes.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.	
99.	The Consent Holder is to maintain an accurate and up-to-date monthly report on the condition of the landscape assets and the works undertaken during the Establishment Period (Defects Maintenance). The report must be submitted to the Landscape Architecture and Environment Team at landscape.approval@ccc.govt.nz within five days of the end of each month during the Establishment Period. (Refer: <i>Monthly Establishment Report</i> , CSS, Part 7 Landscape (current version).	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.	
100.	The Consent Holder must enter into a separate bond with Council to the value of 50% of the cost to replace and establish all street trees and street garden beds. The bond will be held for the Establishment Period of a minimum of 24 months and may be extended by a further 24 months for the replacement planting(s), as required. The bond will be released after the trees have been accepted by Council at final completion / handover. Advice note: Where works have not obtained practical completion acceptance by Council prior to the issuing of the Section 224(c) certificate, the value of the bond will be 100% of the cost of all landscape improvements.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.	

101.	Any replacement plantings and extended establishment period required due to street trees or street garden beds not being accepted are to be carried out at the Consent Holder's expense.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.	
102.	<u>Final Completion / Handover (Reserves and Streetscapes)</u> Prior to Council's final completion inspection and acceptance of the assets at the end of the 24 month Establishment Period, the Consent Holder must submit all required completion documentation in accordance with IDS Part 2:2.12 Completion of Land Development Works and the Quality Assurance System, to provide evidence that the work has been completed and maintained in accordance with the agreed standards and conditions of this consent. Where it is not possible to determine the condition of the assets due to seasonal constraints (e.g. trees not being in full leaf) then the final inspection and final completion may be delayed until the condition of the assets can be accurately determined.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.	
Paparua Water Race			
103.	Prior to commencement of works within 5m of the Paparua Water Race, the consent holder shall engage a suitable qualified and experienced Freshwater Ecologist to undertake surveys of aquatic ecology values in the approximate 920m of water race adjacent to the site. This shall include targeted searches for freshwater mussels (kākahi). Results shall be entered into the NZ Freshwater Fish Database and supplied to the Council's Waterways Ecologist Planner by way of email to rcmon@ccc.govt.nz.	APPLICANT COMMENTS: New condition to reflect the intent of CCC's proposed condition for aquatic surveys, amended to be consistent with the condition wording on the Regional Council Land use/ Earthworks Consent.	
104.	If freshwater mussels (kākahi) are found to be present in the water race, where possible (recognising other constraints such as power pole locations and transport safety matters) culvert placement should avoid identified mussel locations. Where avoiding mussel location is not possible, prior to culverts being installed the mussels shall be relocated by the Project Freshwater Ecologist to a suitable location within the Paparua Water Race.	APPLICANT COMMENTS: New condition to reflect the intent of CCC's proposed condition for culvert location, amended to be consistent with the condition wording on the Regional Council Land use/ Earthworks Consent.	
105.	The consent holders engineer shall prepare detailed design plans of the road culverts and the vehicle access culverts. The detailed design culvert plans are to be certified by the consent holders suitably qualified Freshwater Ecologist as meeting the relevant best practice guidelines for fish passage. The engineering plans and Freshwater Ecologist certification shall be provided to the Council's Waterways Ecologist Planner by way of email to rcmon@ccc.govt.nz at least 10 working days before installation of the culverts begins.	APPLICANT COMMENTS: New condition to reflect the intent of CCC's proposed condition for a Freshwater Ecologist to be involved in culvert design/ fish passage recommendations, amended to be consistent with the condition wording on the Regional Council Land use/ Earthworks Consent.	
106.	A Fish Management Plan shall be prepared by a suitably qualified freshwater ecologist and submitted to Council's Waterways Ecologist Planner for their records by way of email to rcmon@ccc.govt.nz at least 10 working days before installation of the culverts begins. The plan should include the following as a minimum: a. Locations where the plan will be implemented; b. Methods to ensure fish cannot access works areas; c. Protocols to be followed including methods to rescue and relocate fish; d. Person/s responsible ensuring the plan is implemented; e. Protocols if pest fish are encountered; f. Protocols to ensure fish are not entrained in pumps during pumping (water pumping should have fish screens with a maximum mesh width and height size of three millimetres).	APPLICANT COMMENTS: New condition to reflect the intent of CCC's proposed conditions for a fish salvage and management amended to be consistent with the condition wording on the Regional Council Land use/ Earthworks Consent.	

107.	<p>In the event that fish are required to be salvaged and relocated to an appropriate waterway. The fish salvage must include the following measures:</p> <ol style="list-style-type: none"> Be conducted by or under supervision of a certified, suitably qualified and experienced Freshwater Ecologist; Be in general accordance with Canterbury Regional Council and Christchurch City Council's "Fish Salvage Guidance for Works in Waterways" (12 October 2017) and the Ministry for the Environment's "National works in waterways guideline" (2021); The fish must be relocated to a habitat deemed suitable by the certified, suitably qualified and experienced Freshwater Ecologist after consultation with appropriate experts from the Ministry for Primary Industries, the Department of Conservation, and Fish and Game; The certified, suitably qualified and experienced freshwater ecologist must hold any necessary permits and approvals required by the Ministry for Primary Industries, Department of Conservation and Fish and Game to conduct fish salvage. 	<p>APPLICANT COMMENTS: New condition to reflect the intent of CCC's proposed conditions for a fish salvage and management amended to be consistent with the condition wording on the Regional Council Land use/ Earthworks Consent.</p>	
108.	<p>Following the completion of works, the consent holder shall provide to Council's Waterways Ecologist by way of email to rcmon@ccc.govt.nz records of any fish captured and relocated. This record shall include:</p> <ol style="list-style-type: none"> The location where fish were captured; The species and number of fish captured; and The location where fish were relocated. 	<p>APPLICANT COMMENTS: New condition to be consistent with the condition wording on the Regional Council Land use/ Earthworks Consent.</p>	
	[Deleted].	<p>APPLICANT COMMENTS: Delete suggested CCC condition requiring additional riparian planting details be provided to CCC for approval, noting that Mr Arthur the applicant's Ecologist considers that this condition is not in keeping with the status of the waterway as an artificial watercourse. The current planting plan providing a single row of Carex either side of the water race and the 3m planting strip on the Ryans Road frontage are considered adequate by Mr Arthur.</p> <p>Further in this location there are multiple competing priorities to manage (e.g. roading, bird strike risk, visual screening of the industrial development etc.) that are at odds with a conventional planting design for natural streams.</p>	
Herpetology - Lizard Management Plan			
	LMP conditions deleted.	<p>APPLICANT COMMENTS: LMP and related Wildlife Act Approval conditions deleted from CCC Subdivision Consent and placed in separate section in Part 3 below to be administered by DOC (who are best placed to administer the conditions/ compliance in regard to Lizards).</p>	
Avifauna Management – Wildlife Hazard Management Plan			
	<p>Bird strike Management –Stormwater Basin Condition Deleted.</p>	<p>APPLICANT COMMENTS: Condition deleted to reflect new stormwater management system Stormwater360 Filterra Bioscape proposed in the application. Given this is now a rapid infiltration system that will drain within 'minutes' of a rain event rather than 'hours' birds being attracted to ponded water is no longer a possibility. There is also</p>	

		<p>no grass sward within the bioscope which reduces the risk of birds being attracted to the area in dry conditions.</p> <p>As the system creates a small depression there is a low possibility that birds could shelter from weather and human presence. However, Ms Civil considers this is already adequately covered off in the broader WHMP and does not require a specific condition.</p>	
109.	<p>Prior to any development works commencing on the application site, the 'Draft Wildlife Hazard Management Plan' (WHMP) prepared by PDP and submitted with the application must be finalised by the Consent Holders suitably qualified Ecologist specialising in Avifauna, for certification by CCC under Condition 110 below.</p> <p>The final WHMP shall cover bird strike hazards during both the construction stage and the operational phase (for the lifetime for the development) to address the ongoing management and monitoring of bird strike risk at 104 Ryans Road and 20 Grays Road to ensure that the development will not increase the existing level of bird strike risk at Christchurch International Airport.</p> <p>a. The final WHMP must be prepared:</p> <ol style="list-style-type: none"> i. Giving consideration to consistency with the Christchurch International Airport Limited (CIAL) WHMP to detail management methods to help reduce bird strike risk associated with the site and CIAL airport operations; and ii. Giving CIAL and in particular their suitably qualified Ecologist specialising in Avifauna and Wildlife Manager an opportunity to participate in further consultation with the Consent Holders suitably qualified Ecologist / Avifauna expert. If CIAL does not provide a response to the WHMP within 20 working days of receiving it, the consultation will be deemed as satisfied. Evidence of this consultation (or the opportunity provided to do so) is to be submitted to CCC with the certification. <p>b. Specifically, for the construction phase the final WHMP must include as a minimum:</p> <ol style="list-style-type: none"> i. Pre-development mitigation measures (e.g., mowing site grass to disperse birds in a southward direction away from the CIAL flight path). ii. Passive and active management methods including, 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). iii. Management of earthworks including location and size of stockpiles, seasonal timing of earthworks, size of areas being earth worked or depressions in the ground that may result in ponding water. iv. Landscape design standards to avoid bird attracting plant and grass species. v. Communication plan of development timelines with CIAL before development works take place to mitigate potential avifauna issues and offer support if any issues arise. vi. Appointment of a Site Manager responsible for implementing the WHMP and provision of their contact details to CIAL. <ul style="list-style-type: none"> • Roles and responsibilities - including liaising with external stakeholders (e.g., CIAL) to determine the obligations of respective organisations and their personnel. • Monitoring and review procedures of WHMP, including liaison with CIAL with increases in bird numbers onsite being communicated so appropriate counter-measures can be implemented. <p>c. Specifically, the WHMP for the operational phase must include as a minimum:</p>	<p>APPLICANT COMMENTS: Condition updated to reflect that a 'Draft WHMP' has now been written by the Applicant's Ecologist (specialising in Avifauna) Ms Civil from PDP, which has been submitted to the Panel as part of the Applicant's s55 response. The Draft WHMP has addressed the bird strike matters raised in CIAL's comments on the application and this is detailed by Ms Civil in a memo attached with the Applicant's response.</p> <p>APPLICANT COMMENTS: The draft WHMP was sent to CIAL on 30 October, and a meeting was held with their Planner Mr Jesse Aimer on 11th November. Mr Aimer provide some high-level feedback at the meeting which has been addressed in the Draft WHMP. Mr Aimer confirmed that the Draft WHMP had not been sent to their Avifauna experts (Avisure) or Wildlife Manager for review.</p> <p>CCC's standard condition for bird management during earthworks and construction has not been included as it is otherwise covered in the DRAFT WHMP. Further it is noted that birds protected by the Wildlife Act have not been observed on site during PDP's survey and it is not anticipated that earthworks will disturb the nests of any of these species.</p>	

	<ul style="list-style-type: none"> i. On going roles and responsibilities for the lifetime of the development - including liaising with external stakeholders (e.g., CIAL) to determine the obligations of respective organisations and their personnel. ii. 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). iii. Landscape design standards and mitigations to avoid bird attracting plant and grass species iv. Waste and pest management procedures for lots/ activities. v. Mitigation options in relation to flat roof buildings and roosting/ nesting in building rafters. vi. Lighting designed not to attract insects which are a food source for birds. vii. Monitoring and review procedures of WHMP – this must include liaison with CIAL with increases in bird numbers onsite being communicated so appropriate counter-measures can be implemented. viii. In addition to monitoring by the site manager, annual bird counts conducted by an avian ecologist for 5 years following development is necessary to monitor the impacts of management measures in place. 		
110.	<p>The WHMP required by Condition 109 above must be provided to CCC (via email to rcmon@ccc.govt.nz) for certification by their Ecologist specialising in Avifauna at least 10 working days prior to any works commencing on site.</p> <p>The Ecologist specialising in Avifauna must certify the WHMP if:</p> <ul style="list-style-type: none"> a. Evidence is provided of consultation with CIAL's Ecologist specialising Avifauna and/ or Wildlife Manager, including an explanation of how any feedback raised by them have been incorporated in the final WHMP. b. In accordance with (109 a. ii) if CIAL does not provide a response to the WHMP within 20 working days of receiving it, Condition 110(a) may be deemed satisfied. c. The matters in conditions 109 b. and c. are included in the WHMP. 	<p>APPLICANT COMMENTS: New condition to address CIAL's request for the WHMP to be certified by CCC's Ornithologist or Ecologist specialising in Avifauna prior to site works commencing.</p>	
111.	<p>Once certified under Condition 110, the WHMP must be implemented at all times by the Consent Holder and any contractors during the construction phase and by the owners and operators of lots 1 – 126, Lots 200 – 201 and Lots 400 and 500 as they are developed with buildings and activities are established and operated.</p>	<p>APPLICANT COMMENTS: New condition requiring the certified WHMP to be implemented at all times.</p>	
112.	<p>A consent notice regarding on going adherence to the certified WHMP in Conditions 110 and 111 above shall be placed on each title (Lots 1 – 126, Lots 200 and 201 and Lots 400 and 500).</p>	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p>	
Existing Buildings			
113.	<p>Buildings located over the new lot boundaries and/or as shown on the application plan are to be demolished or removed.</p>	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p>	
Telecommunications and Energy			
114.	<p>All lots must be provided with the ability to connect to a telecommunications and electrical supply network at the boundary of the net area of each lot. For rear lots, evidence must be</p>	<p>APPLICANT COMMENTS: Original applicant condition.</p>	

	provided by the surveyor (in the form of as-builts and / or photos) that ducts or cables have been laid to the net area of each lot.	Condition wording agreed between CGL and CCC.	
115.	The consent holder is to provide a copy of the reticulation completion letter from the telecommunications network operator and the s224 clearance letter from the electrical energy network operator.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.	
Consent Notices			
116.	<p>The following consent notices pursuant to Section 221 of the Resource Management Act 1991 will be issued by the Council:</p> <p>a. Condition 48 Water Supply: The following condition must be recorded pursuant to Section 221 of the RMA in a consent notice registered on the titles of each Lot:</p> <p>i. This allotment shall be served by the Christchurch City Council's pressurized water supply network and requires the installation of a high-hazard backflow prevention device. An application for water connection must be submitted to Christchurch City Council either online or by completing a WS1 form (application for water supply), including a water supply site plan. The water connection will not be activated until confirmation is provided to Council that an approved backflow prevention device has been installed. The backflow prevention device must be installed within the property boundary, on private land, as close as practicable to the water meter at the point of supply.</p> <p>b. Condition 57 Wastewater: The following conditions must be recorded in a consent notice registered on the titles of each Lot:</p> <p>i. The property is connected to a local pressure sewer system that has been designed to accommodate specific wastewater flow limits. Wastewater discharge from the property shall not exceed an average daily flow of 0.09 litres per second per hectare.</p> <p>ii. This allotment shall be serviced by a local pressure sewer unit consisting of a pump, remote monitoring control panel and storage chamber capable of accommodating at least 24 hours of wastewater flow. The unit must be supplied by either Aquatec or EcoFlow and installed at the building consent stage by a Council authorised drainlayer (Pressure Sewer Tanks), in accordance with the requirements for local pressure sewer units as specified under a Building Consent.</p> <p>iii. The owner must enter into a management agreement with the supplier of the local pressure sewer unit. This agreement shall provide Council with the necessary rights to monitor and control (as may be required) the pumping regime to support the operation and maintenance of the local pressure sewer catchment.</p> <p>iv. The owner is responsible for the ongoing operation and maintenance of the local pressure sewer unit and control panel.</p> <p>c. Condition 63 Stormwater: The following consent notice shall be registered on the title of Lots 1 – 126 to ensure ongoing compliance with consent conditions:</p> <p>i. Stormwater generated from the roofs of all buildings within this allotment shall be collected via a sealed stormwater system separated from all other stormwater and discharged into an onsite rapid soakage disposal system. The rapid soakage infiltration system shall be designed to dispose of the runoff</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC requested wording with relevant conditions added.</p> <p>Condition wording agreed between CGL and CCC.</p>	

	<p>generated from the critical 2 percent annual exceedance probability storm event.</p> <ul style="list-style-type: none"> ii. Roofs and flashings of all buildings within the site shall be low-zinc and low-copper generating materials (those generating less than 20 parts per million dissolved zinc and less than 3 parts per million dissolved copper, i.e.; painted steel, non-zinc treated aluminium, BUR, Modified Bitumen, Single Ply/Thermoset Membrane, Thermoplastic Polyolefin). If zinc-generating or copper-generating materials are used, treatment of stormwater runoff from the full roof area shall be provided using an approved treatment device designed to remove at least 80% of dissolved zinc and/or copper in stormwater. iii. Stormwater runoff from all hardstanding areas within this allotment shall be captured, treated and disposed of via private onsite treatment and soakage systems within the boundaries of the lot. The stormwater management and disposal system shall be sized to capture, contain and dispose of the runoff generated from the critical 2 percent annual exceedance probability storm. iv. The first flush of stormwater runoff from all sealed surfaces within this allotment shall be treated prior to disposal into land. The onsite stormwater treatment system shall be designed by a suitably qualified and experienced person, shall be tailored to the specific proposed site activities, and shall be submitted for acceptance by the Christchurch City Council Planning Engineer prior to installation. v. Sites engaging in any of the activities listed in Environment Canterbury's Land and Water Regional Plan Schedule 3 Hazardous Industries and Activities (or successor schedule) shall submit a Stormwater Quality Management Plan for acceptance by the Christchurch City Council Planning Engineer. <p>d. Condition 86 Landscaping: The following conditions must be recorded pursuant to Section 221 of the RMA in a consent notice registered on the titles of Lots 1-10, 20-21, 40-41, 55-61, 63-70, 121: Landscaping on this lot shall be maintained in accordance with the attached Landscape Concept, Maintenance, and Management Plan. Any dead, diseased, or damaged landscaping must be replaced by the consent holder within the following planting season (extending from 1 April to 30 September) with trees/shrubs of similar species to the existing landscaping.</p> <p>e. Condition 87 Fencing: No fencing shall be located forward of (i.e. in front of) the 3m wide landscape strips along the Ryans Road or Grays Road frontages.</p> <p>f. Condition 112 Wildlife Hazard Management Plan: The certified WHMP must be implemented at all times by the Consent Holder and any contractors during the construction phase and by the owners and operators of lots 1 – 126, Lots 200 – 201 and Lots 400 and 500 as they are developed with buildings and activities are established and operated.</p> <p><i>Note: Council will prepare the Consent Notices.</i></p>		
Goods and Services Taxation Information			
117.	The subdivision will result in non-monetary contributions to Council in the form of land and/or other infrastructure that will vest in Council. Council's GST assessment form is to be completed to enable Council to issue a Buyer Created Tax Invoice.	APPLICANT COMMENTS: New CCC recommended condition. Condition wording agreed between CGL and CCC.	