

Appendix 24 – Consultation Documents & Records – Novo Group

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Clare Dale

From: McEwan, Roy [REDACTED]
Sent: Friday, 31 January 2025 2:41 pm
To: Bruce Van Duyn
Cc: Stewart, Michael; Crequer, Chris; Li, Brandt; Clare Dale; Tim Carter
Subject: Ryans Road industrial park
Attachments: 50253-00.pdf

You don't often get email from roy.mcewan@airways.co.nz. [Learn why this is important](#)

Hi Bruce

Thankyou for setting up our meeting earlier in the week to discuss the interaction between the proposed industrial park and the Airways navigational aids at Christchurch Airport.

We discussed three potential conflicts, these were:


1. The 02 approach lights that extend across the Airport land. These are designed to support the existing CAT 1 Instrument landing system. In time this may be upgraded to CAT 3, this would result in an enhanced approach light array. Christchurch Airport will be the best contact for this matter.
2. The Instrument Landing system 20 Localiser radiates towards the north with a 35-degree offset either side. This will extend across a small portion of your land but on initial reading appears to be within the airport designation.



3. The main area of concern is the likely conflict the DVOR radiated pattern will have on the southwestern portion of your land. The DVOR siting criteria drawing has just recently been updated to reflect the latest ICAO guidelines. I have attached a copy for your reference.

We discussed the possible next steps including Carters Group engaging an aeronautical review. If you wish to proceed that way, we could put you in touch with some possible candidates

Kind Regards

 **Roy McEwan** | South Island Maintenance Manager

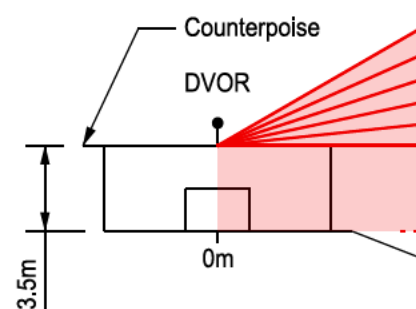
w: www.airways.co.nz

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METRIC

Notes:-

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



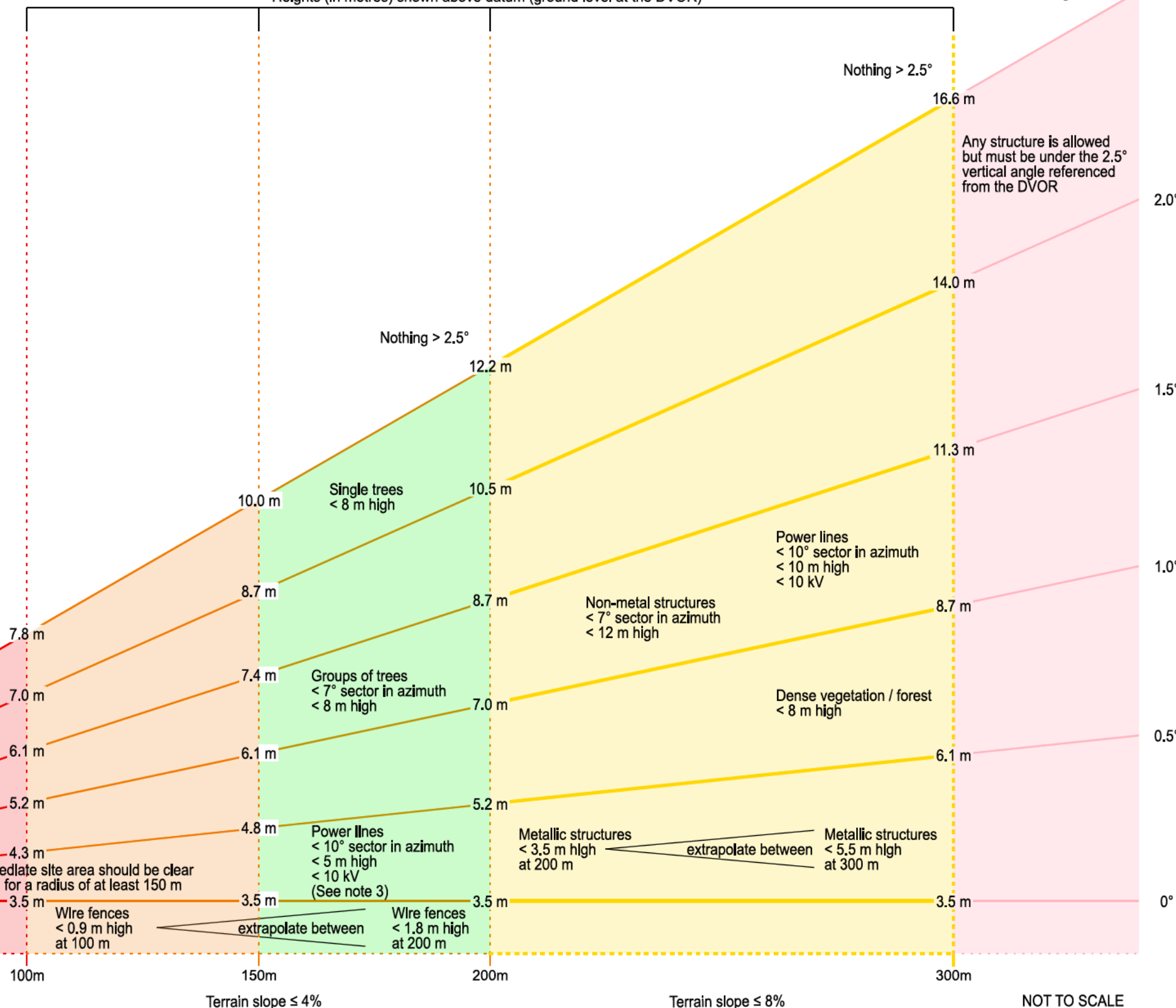
Terrain slope ≤ 2.3%

Terrain slope ≤ 4%

Terrain slope ≤ 8%

NOT TO SCALE

Heights (in metres) shown above datum (ground level at the DVOR)



PRINT IN COLOUR

ISSUE		AMENDMENT	ORIGIN, DATE	DRAWN, DATE	ORIG CK, DATE	DESN CK, DATE	APPD, DATE	NAME	DATE	APPROVED:	NEW ZEALAND			ISSUE	
-	WA339435.	NEW DRAWING.						ORIGIN	CKC	24.03.2022	DVOR			A	
A	WA396433.	CRITERIA REVISION.	CKC, 09.01.25	MPM, 10.01.25	CKC, 14.01.25		MRS, 27.01.25	DRAWN	MPM	31.03.2022	DESIGNATION SITE & SITING CRITERIA				
								ORIGIN CHK	CKC	03.06.2022	TABLE				
								DESIGN CHK			SHEET 1 OF 2 SHEETS			50253	
										DATE: 06.06.2022	SCALE: NTS			A	

A3

AIRWAYS

NEW ZEALAND
DVOR
DESIGNATION SITE & SITING CRITERIA
TABLE

DRG NO 50253
ISSUE A

METRIC

200

180

160

140

120

100

80

60

40

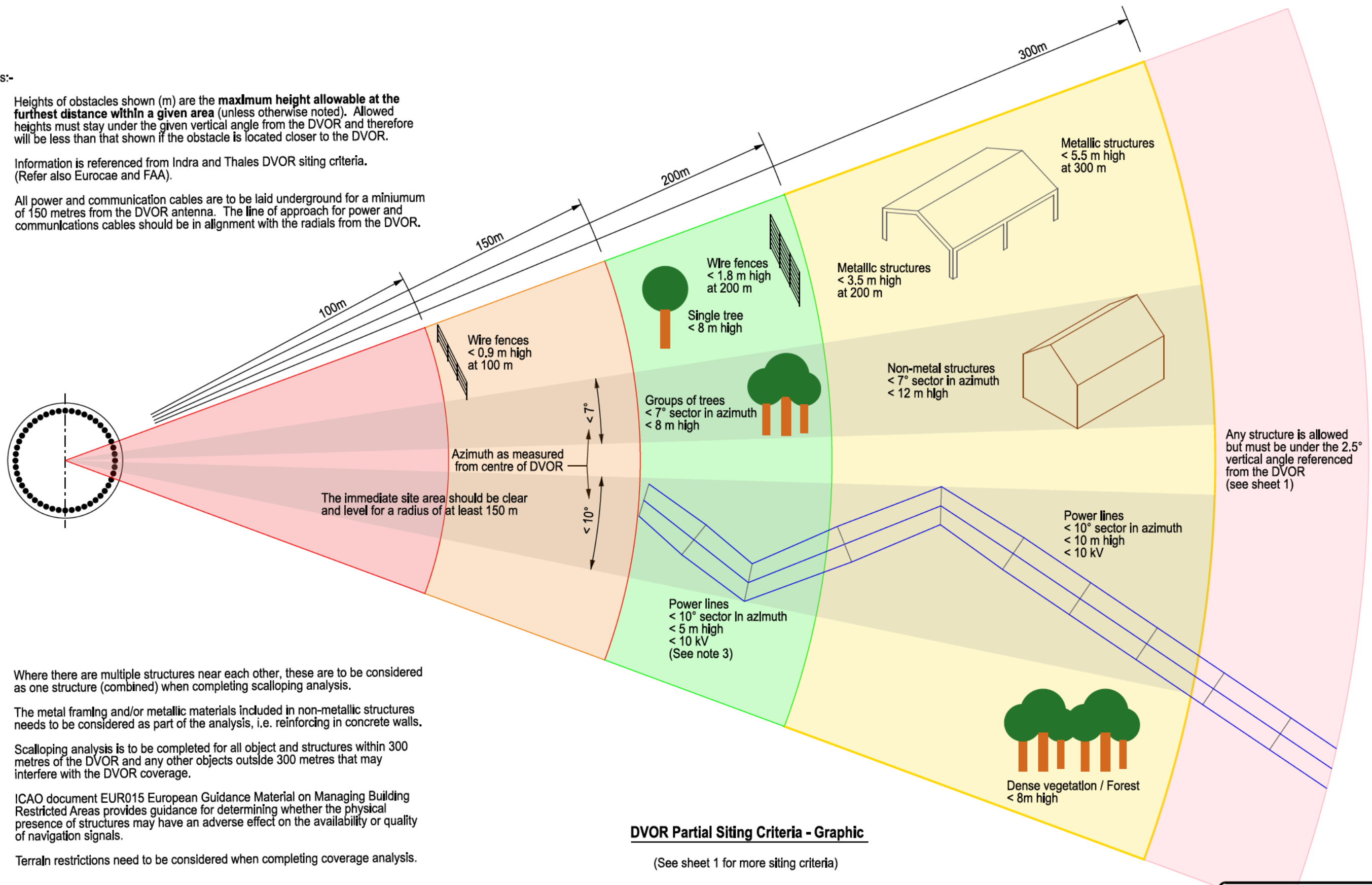
20

0

10

Notes:-

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PRINT IN COLOUR

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-	WA339435. NEW DRAWING.						ORIGIN	CKC	24.03.2022	MRS	SHEET 2 OF 2 SHEETS	DRG NO	50253	A
A	WA396433. CRITERIA REVISION.	CKC, 09.01.25	MPM, 10.01.25	CKC, 14.01.25		MRS, 27.01.25	DRAWN	MPM	01.04.2022					
							ORIGIN CHK	CKC	03.06.2022					
							DESIGN CHK			DATE: 06.06.2022	SCALE: NTS			

A3

Pre-application planning advice

Site Address	104 Ryans Road, Harewood
Proposal description	129 Lot Subdivision and land use providing for enabling works and industrial use
Applicant	Rolleston Industrial Developments Limited (Carter Group)
Pre-app reference #	PRE1286181

Meeting			
Date	24 January 2025	Start time	11am
		Finish time	12:10pm
Council attendees			
Name:	Role:	Contact Information:	
Francis White	Senior Planner	03 941 5109, [REDACTED]	
Sean Ward	Planning Team Leader	[REDACTED]	
Yvonne McDonald	Senior Subdivisions Engineer	[REDACTED]	
Brian Norton	Senior Stormwater Planning Engineer	[REDACTED]	
Alison Tang	Planning Engineer - Water Supply and Wastewater Asset Planning	[REDACTED]	
Andy Milne	Team Leader Transport Asset Planning	[REDACTED]	
Liqi Chen	Transport Planning Engineer	[REDACTED]	
William Field	Senior Urban Designer	[REDACTED]	
Chris McClure	Ecologist – Herpetologist	[REDACTED]	
Kirsten Rayne	Senior Environmental Health Officer	[REDACTED]	
Applicant attendees			
Name:	Role / Company:	Contact Information:	
Tim Carter	Applicant / Rolleston Industrial Developments Limited	[REDACTED]	
Jo Appleyard	Partner / Chapman Tripp	[REDACTED]	
Lucy Forrester	Senior Solicitor / Chapman Tripp	[REDACTED]	
Tom Lemon	Civil Engineering / Capture Land Development		
Craig Hurford	Civil Engineering / Capture Land Development		
Nick Fuller	Transport Engineer / Novo Group		
Hannah Bruere	Landscape Architect / DCM Urban		
Mark Lewthwaite	Acoustic Engineer / Powell Fenwick		
Justin Evans	Electrical Engineer / Pedersen Read		
Eoghan O’Neill	Water Infrastructure / PDP		
Jarred Arthur	Ecology Director / PDP		

Advice

Proposal / Scope of advice

- ~50ha subdivision providing for industrial use near airport, aiming to provide smaller options for industrial (particularly warehousing) in proximity to the Airport that CIAL isn't currently providing.
- Notes that site has limited natural features – waterways, landscapes etc
- Proposed in two stages, with Stage 1 being earthworks and subdivision and Stage 2 being establishment of land use.
- All approvals required (eg ECan, DoC in addition to CCC) will be sought in application under FTAA.
- Aiming to lodge with EPA, ASAP after 7th of February – exact timing will depend on when application information is ready.
- Intent to align proposal/documentation with CCC expectations as far as possible.
- Acknowledges that the timing of the process uncertain at this stage, being under a new piece of legislation.
- Infrastructure intended to vest in Council, however this is not finalised yet.
- Discussions are underway or have been initiated with CIAL, ECan, CAA, MKT, DOC.

Planning / District Plan – Francis White, Sean Ward

Zone: Rural Urban Fringe

Overlays: 33kV Electricity Distribution Lines, 50dB Ldn Air Noise Contour, 55dB On-Aircraft Engine Testing Noise Contour, Air Noise Boundary, Christchurch International Airport Protection Surfaces (Runway End Protection Area)

Other relevant matters: Land Use Capability Class 2 (subject to National Policy Statement for Highly Productive Land)

- Note that draft conditions provided are reassessed on a site specific basis, with conditions intended to ensure mitigation of effects and align with CCC standards in terms of vested assets (refer <https://ccc.govt.nz/consents-and-licences/construction-requirements/construction-standard-specifications> and [Infrastructure Design Standards \(IDS\) : Christchurch City Council](#)).
- Draft conditions for certain matters (water supply, wastewater, stormwater, transport) are dealt with on a case by case basis – site specific example conditions will be provided.
- Development contributions required to ensure infrastructure for plan-enabled development capacity is funded

Urban Design and Landscape – William Field

Raised the importance of addressing the rural amenity interfaces to the Rural Urban Fringe Zone boundaries. Matters that should be addressed are:

- Appropriate building setbacks that respond to proposed built form standards and the adjacent Rural Urban Fringe Zone standards.
- Carparking locations and treatments.
- Locations and screening of service, storage and utility areas.
- Boundary planting including trees.
- Boundary fencing.
- Signage
- Colours of buildings.
- Lighting (including mitigation of glare)

Applicant – intends to provide:

- Setback to roads etc
- Planting plan

- Not clear on built form standards at this time, however, expects that this will be in accordance with other land uses surrounding the airport.

Noted the importance of connections to neighbouring land such as cycleways, Dakota Park and Spitfire Square for future staff onsite to use.

Asked about the proposed layout of subdivision of lots in relation to building scale and likely future staff numbers and amenities that might be appropriate such as some hospitality or amenity areas.

Applicant – intends to provide:

- Design and establish to provide for individual lots as drawn, likely to sell as larger lots.
- Need to provide for amenities? App. Not likely to be required given type of activity anticipated.

Transport – Andy Milne, Liqi Chen

- Pedestrian/cycling connections – note no funding allocated in LTP, as land not zoned for industrial use
- Frontage changes necessary and to be safety audited as condition of consent
- Infrastructure needed to support development, including connections for pedestrians/cyclists – shared path required to connect to existing facilities on George Bellew Rd
- LTP provides for some funding for Ryans/Pounds Rd intersection upgrade, however depending on the agreed modelling assessment a higher order interaction is most likely required given the current observed operating conditions.
- Notes modelling prepared by QTP – Pound/Yaldhurst flagged as issue with minor upgrade on Pound Road (north) approach considered
- Noted that the applicant should continue to reach out NZTA – to obtain their views
- Some funding flagged by NZTA
- No land being acquired in the vicinity of Pound/Ryans by Council – Roundabout may be needed if this is deemed to be necessary as a result of the agreed modelling. Water race may be an issue (owned by SDC) – Tim Carter – waterrace not active. Yvonne – SDC may be able to stop waterrace before site. Jo – Noted SDC bylaw issues
- Speed limit – ideally should be lowered to 50kph - However this depends on development occurring on the other side.
- Lower speed limit is most likely required with the inclusion of a median turning strip
- Road is a rural form, despite surrounding land uses
- App. notes threshold treatments considered

Civil Engineering / Geotech – Yvonne McDonald

Generally straightforward – dust likely to be an issue

Water Supply and Wastewater – Alison Tang

- Water Supply (WS) & Wastewater (WW) modelling reports previously shared with PDP
- Roles: PDP design connections external to site, Capture design services within site
- WW: connection to Option 3b per modelling report
 - If upstream connection desired, upgrade of network between the two points likely required
- WS: Northwest water supply zone with boosting
 - Since this development creates shortfall for future supply to growth of land zoned for development in current District Plan, contribution beyond DCs likely
- Applicant confirmed dry industry type land use

Stormwater – Brian Norton

No network – will need to be managed on site, in a manner that does not encourage bird life

Need to set out approach for vesting

Many options for stormwater disposal – integrated management preferred, avoid ponding systems – options available - App. Challenges acknowledged

Filtera product has potential for treating SW in a manner that avoids ponding – Council is adopting this system for treatment where there is no space for basins, issues with soil absorption basin

Issues can arise if stormwater assets are intended to remain as privately owned infrastructure

Noise/Acoustics – Kirsten Rayne

The proposed land use is not particularly sensitive, with respect to noise.

Provided the buildings are constructed in accordance with District Plan requirements adverse effects on any occupants are expected to be less than minor.

Mark Lewthwaite's summary of the matters included in the acoustic assessment appeared to cover all the necessary bases. He indicated that the required external to internal reduction would be readily achievable with enhanced lightweight constructions.

Non noise-sensitive site

Accordance with DP standards for building construction addresses concerns

App. Environment has noise sources – airport, roads (6,700 to 9,000 movements in future), generation of noise from industrial activity – effects on sensitive activities (dwellings)

- 85dB hearing protection threshold, existing 65dB, 100dB peak – limit 140dB
- Noise exposure to offices etc – max 30dB reduction in noise

Ecology – Chris McClure, Andrew Crossland

Lizards (Chris McClure – CCC herpetologist) – lizard assessment required

Plants (Nick Head – CCC botanist) no values anticipated

Birds (Andrew Crossland – CCC ornithologist) – ecological value (minimal), change in use may change risk profile for birdstrike – recommends discussion with CIAL

App. Notes that ecologists are involved on site/in application.

Fast-Track Pre-Lodgement Consultation Information

Purpose - This document provides a summary of information from DOC following a pre-lodgement consultation request.

Project Details

Project name:	Ryans Road Industrial Development
Engagement type:	Substantive Application
Applicant/agent:	Carter Group /NovoGroup (agent) – Clare Dale, Senior Planner
Proposal overview:	<p>Subdivision (over 55ha) of 126 lots of varying sizes is proposed in two stages, for the development of defined industrial uses.</p> <p>The fast-track application will include a complete set of consents covering District, Regional and National Environmental Standard requirements as well as a Wildlife Act approval. These consents will enable the construction, subdivision, land use, and operation of infrastructure services for the site. Specific expert consultant reports and the full fast-track application are currently being collated over the next few weeks leading up to the lodgement date.</p> <p>Project listed in Schedule 2 of the FTAA 2024, agent now seeking pre-lodgement consultation.</p>
Location:	104 Ryans Road, Christchurch (Lot 3 DP 22679, Lot 4 DP 22679 and Pt Lot 1 DP 2837)
Date pre-lodgement request received:	27/01/2025
Information received from Applicant	<p>PDP – Memorandum – Lizard Habitat Assessment (Dated 12/12/2024)</p> <p>Fast Track Application Consultation Letter (Dated 27/01/2024)</p> <p>Ryans Road Capture Scheme Plans Concept (Dated 22/02/2025)</p>
Summary of pre-lodgement Consultation	
Fast track project lead DOC:	Marie Payne– Senior Fast Track Consents Advisor (National Office)
DOC specialist input required:	<p>Fast Track Project Lead</p> <p>RMA Planner</p>

	<p>Permissions Advisor - Wildlife</p> <p>Statutory Manager (Regional Office)</p>
<p>DOC Permissions/ Approvals Identified by applicant in pre-lodgement request as potentially required:</p>	<p>The consultation request letter requests <i>'Feedback on the Wildlife Act specific aspects of the development'</i>.</p> <p>The PDP attachment provided specifically identifies <i>'If native Lizards are found onsite a Lizard Management Plan (LMP) will need to be prepared and submitted to the council for approval and a Wildlife Act Authority (WAA) permit must be held for the capture and relocation of lizards at the site'</i></p>
<p>DOC Commentary on Permissions/ Approvals identified by applicant:</p>	<p>Wildlife Act 1953 Permissions/Permits</p> <p>The information provided to date sets out that:</p> <ul style="list-style-type: none"> • No specific lizard surveys have been undertaken on site to date. • Based on a desktop assessment and site visit: <ul style="list-style-type: none"> ○ No lizards have been observed on the site ○ Several onsite locations contain potential lizard habitat ○ Four lizard species have been recorded within a 2-15km radius of the site including declining and nationally vulnerable species • <i>'The existing artificial water race along the development frontage of Ryans Road will be piped to facilitate the upgrading of Ryans Road to an industrial standard with kerb and footpath. An ecologist recommended 'fish management plan' will be in place for the duration of the diversion of the race and construction of the pipe'.</i> • <i>'An Avifauna assessment with a focus on reducing birdstrike risk at Christchurch International Airport has also been undertaken. Four endemic species counted during avifauna counts were two swamp harriers (not threatened), a single pūkeko (not threatened), long-tailed cuckoo (nationally vulnerable) and a South Island pied oystercatcher (declining). There were no signs of these species breeding onsite'.</i> <p>Based on the information provided DOC advises that:</p> <ul style="list-style-type: none"> • A Wildlife Approval is only required if there is sufficient information that protected species are present. • To inform if protected species are present on-site DOC advises that the applicant: <ul style="list-style-type: none"> ○ Progresses a <i>'more detailed baseline lizard survey'</i> as recommended in the PDP memorandum. - DOC considers a more in-depth consultant level survey would be appropriate. ○ Is informed by a broader expert ecological assessment and surveys (as appropriate), if any other protected species requiring a Wildlife Approval are present e.g native birds/bats the applicant may wish to include a Wildlife Permit for any relevant activities as part of the fast-track application. ○ Considers if a Fish Passage Authority is required Freshwater Fisheries Regulations 1983 (FFR) e.g. if the proposed works

	<p>in the application will disturb fish or impede the movement of fish in a natural river, stream or water.</p> <ul style="list-style-type: none"> • If a survey determines Lizards are present DOC would recommend the preparation of a LMP to support the information requirements prescribed in clause 2 of Schedule 7 of the Act. Information we would expect in an LMP includes (but is not limited to): <ul style="list-style-type: none"> ○ Duration – we would anticipate for the duration of the construction phase ○ Translocation – identifying suitable methods and habits for relocation. • The information required for a Wildlife Approval is prescribed in clause 2 of Schedule 7 of the Act.
Treaty Settlement obligations/considerations:	<p>In the time available, DOC has not carried out a process to identify Treaty settlement obligations specifically relevant to this site but notes for the applicant that this will form part of the section 18 report prepared by MFE.</p> <p>We encourage the applicant to engage directly with Iwi as required by section 29 of the Act.</p>
Potential Resource Management Act (RMA) considerations and effects: <i>Note: DOC's role in relation to 53(2)(m)(i) FTAA</i>	<p>DOC would anticipate that the relevant biodiversity and environmental effects are considered fully as part of the full AEE application.</p>
DOC Statutory Planning Document considerations in relation to site (e.g. CGP/CMS/CMP):	<p>The alignment of the proposed project's impacts on wildlife with statutory planning documents should be considered as part of the overall assessment. Noting the site is not Public Conservation Land (PCL) our comments relate to impacts on Wildlife which are not limited to PCL.</p>
Any specific information requests to applicant(s)/agent for pre-app engagement at this point:	<p>As above DOC would anticipate a full lizard survey is conducted and if Lizards are determined to be present subsequently a LMP.</p> <p>If the applicant identifies any other species onsite which a Wildlife Authority is required for in relation to the proposed activities DOC is happy to re-engage.</p>
Any further information/considerations:	N/A
Additional Notes:	<p>While DOC will assist applicants as much as we can when they engage in pre-lodgement consultation, it is the applicants' responsibility to comply with the FTAA and to ensure they have applied for all permissions they need.</p> <p>Note that a panel will invite the statutory bodies listed in clause 4 of Schedule 7 to comment on the application (NZCA, conservation boards, Fish and Game</p>

	Council, and Game Animal Council). We encourage applicants to engage with these bodies in advance of filing a substantive application
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Pre-Application Advice for RMA252681 – Carter Group - Ryans Road, Harewood

Disclaimer: This technical advice note does not constitute legal advice and should not be relied upon as such. Please note this preliminary advice has been given prior to any official guidance from the Ministry for the Environment relating to ECan's role under the Fast-Track Approvals Act 2024.

Meeting Date:	16/01/2025
RMA# Closure Date:	
Advice Expiry Date:	

Executive Summary

Carters Group (the applicant) will be seeking comments from ECan on their proposed application for an industrial subdivision at 104 Ryans Road, Harewood. This application is listed under the Fast-Track Approval Act 2024 (the Act).

ECan Staff – Elizabeth Hovell and Nardia Feehan (Consents), Amber Kreleger (GW), Michele Stevenson (WQ), Hannah Mirabueno (Contaminated Land)

Carter Group – Tim Carter (Carter Group), Bruce Van Duyn (Carter Group), Clare Dale (Novo Group), Tom Lemon (Capture Land NZ), Eoghan Oneill (PDP)

Introduction

Fast-Track Act Consenting:

Carter Group (Carters) have a number of projects on the Fast-Track Approval Act 2024 (the Act) list which are located within the Canterbury Region, being:

Ohoka Residential Subdivision	Subdivide land and develop approximately 850 residential dwellings, a commercial or mixed-use centre, and a polo field, and enable the potential development of a school or retirement village (or both)	152 hectares at 511, 531, 535, and 547 Mill Road and 290 and 344 Bradleys Road, Ohoka, Waimakariri
Rolleston West Residential Development	Subdivide land and develop approximately 4,200 residential dwellings and 4 commercial centres, and upgrade the intersection at Dunns Crossing Road and State Highway 1	West of Dunns Crossing Road, Rolleston, Canterbury, between State Highway 1 and Selwyn Road
Ryans Road Industrial Development	Subdivide and develop land for industrial use	55.5 hectares at 104 Ryans Road, Harewood, Christchurch

Under the Act, the applicant is required under section 11(1)(a) to consult with relevant local authorities. Carters Group will need to provide evidence of this consultation as part of their application.

Please note that there is currently no guidance available from the Ministry for the Environment (MfE) around what consultation under 11(1)(a) should look like. In the absence of official guidance from MfE, the discussion held focused on regional consenting pathways currently available.

The responsible agency will be the agency who will decide if the application is complete and (if it considers it is) refer it to the Minister (for Infrastructure). Once referred to the Minister, the Minister will then invite comments (under section 17 of the Act), from specified parties, including the relevant local authorities. ECan will have 20 working days upon receipt of the application to provide comments to the Minister.

There is also provision in the Act for the Minister to request further comments, including from relevant local authorities (Section 20(1)).

This pre-application meeting is to discuss the process going forward for the Carters Fast-Track application relating to the Ryans Road Industrial Development (104 Ryans Road, 55.5ha).

Applications will open on 7 February.

Ryans Road Industrial Development:

The applicant requested a pre-app meeting to discuss the proposed Fast-Track application. Specifically, the applicant is seeking advice relating to:

- Water – activities that involve the taking, using, damming or diverting of water
- Discharge Permit – Activities that involve the discharge of water or contaminants into the air, water or onto or into land
- Discuss proposal and its progress
- Identify key issues for ECan
- Conditions
- Further consultation going forward.

Minutes – Notes

General:

- A number of expert reports have been commissioned and are at varying stages of completion. Carters will provide these reports to ECan as they become available.
- The Fast-Track application form is currently unavailable – but requests have been made to MfE on getting a copy of this. This application form may not be available until 7 February.
- Carters intend to lodge their fast-track application on, or as soon as they can from 7 February.
- Generally, Carters see this application (from a regional consenting perspective) as fairly straight forward. There does not appear to be complex consenting issues at the site based on current information or expert advice so far.

- The site is zoned rural, however the proposed use of the site would be industrial (non-manufacturing). This is likely going to be logistics and warehousing wanting a close proximity to the airport. Due to constraints with CCC water supply, these activities are likely to be 'dry' activities (low/ minimal water use).
- Carters have contacted MKT to set up pre-app/ consultation, no meeting is yet booked.

Project proposal:

- The development will connect to CCC's wastewater network.
- Water supply to the site will be via CCC's network.
- Stormwater will be managed to discharge to ground. Due to bird strike risk, any infiltration basins/ stormwater infrastructure will be smaller scale. It is intended that stormwater basins will provide some treatment.
- The site is relatively flat, meaning stormwater/ ESC will be more straight forward to manage.
- Earthworks cut is anticipated to be: 300mm of topsoil; 500mm of silty clay/ gravels. This will mainly be for roading and servicing (not over whole 55.5ha site).
 - Stage 1 – 2.1ha of cut/ fill (roads and civil works)
 - Stage 2 – 3ha
- Some earthworks (for pipes and basins) will be -5 to -6m bgl.
- Test pits have been dug for soakage tests and groundwater was not intercepted.
- Test bores indicated groundwater to be approximately -12m bgl.
- DSI has been completed

Likely consent requirements:

- Regional consents:
 - Piping of water race along Ryans Rd.
 - Earthworks Consents (Carters will also provide associated Air/ Dust Management Plan and ESCP).
 - Discharge consent due to land low level of contaminants. Advice so far indicates low levels of contaminants around the farm buildings and house. This is potentially NC, depending on advice – still to come.
 - Number of ecology reports for birds, wetlands, lizards etc..
 - A lizard survey has been completed. No lizards were found, but habitat was present. A Lizard Management Plan will form part of the application to manage any potential lizards found during works.
 - A wetlands assessment has been undertaken and no wetlands have been identified on the site.
 - Will be fast draining SW basins.
- Carters would like to have a global stormwater consent for the site (similar to what they have at some of their other Rolleston Developments). This would feed into the CCC system.
- Application will include a large set of conditions, and bespoke conditions to reflect the industrial use of the site.

- As conditions need to be submitted along with the application, Carters are keen to see some of ECan's standard conditions relating to the proposed activities.
- Would like ECan to review any bespoke conditions drafted.

ECan comments/ notes:

- Would like to see any reports as they are available.
- Will need to work out internal processes re comments (from Council).
- Will carry out any works under the existing pre-app cost codes.
- Effects of Christchurch Groundwater Protection Zone will need to be assessed (separation to groundwater).

Actions:

1. Nardia to supply sets of standard conditions, specifically in relation to industrial stormwater management and site preparation activities.
2. Elizabeth to contact MKT through ECan channels.
3. Elizabeth to organise ECan internal process and delegations for comments (under the Act).
4. Clare and Nardia to be main points of contact. Although happy for tech to discuss issues as necessary (just copy in Clare and Nardia).
5. ECan to provide meeting minutes to Carters.

Additional Information

Charging: Will use pre-app CC currently.

Process (with different projects): Set up pre-apps for each (working hard on Ohoka, not prioritising Rolleston – later in the year)

Communication (going forward): Clare and Nardia to be main points of contact. Happy for tech to talk to tech, but Clare and Nardia to be copied in.

Timelines for pre and substantive notification: Lodgement for Feb (consultation to occur before this).

Reports expected this/ next week.

How they want comments (as required by FT) to be presented/ drafted): Meeting Minutes, records of emails and note outcomes.

Signed



Nardia Feehan
Principal Consent Planner



Elizabeth Hovell
Significant Consents Team Leader

Clare Dale

From: Clare Dale
Sent: Tuesday, 28 January 2025 4:23 pm
To: [REDACTED]
Cc: [REDACTED]
Subject: Ryan Road Industrial Development - Fast-Track Application [Filed 28 Jan 2025 16:27]
Attachments: Christchurch District Plan Chapter 6.7 Appendices.pdf; Christchurch District Plan Chapter 6.7 Aircraft Protection Rules.pdf; Christchurch District Plan Chapter 6.3 Outdoor Lighting.pdf
Categories: Filed by Mail Manager

Hi Nick and Paul,

Thanks for your time this afternoon, the meeting was helpful for us. Nick can you please pass on to Paul as I couldn't see his email on the meeting invite.

To follow up on what was discussed, I have provided some information for you on the proposed development, the District Plan airport protection and lighting rules and the Fast-track process.

Site Plans / Mapped Airport Protection Surfaces

Below is a link for downloading the draft subdivision scheme plans prepared by Capture Land Development. The airport take-off and landing protection surfaces are shown on pages 6 and 7.

[REDACTED]

District Plan Provisions

I have attached Chapter 6.7 of the District Plan Aircraft Protection and relevant appendices. You'll be interested in rule 6.7.4.1 Protection Surfaces (and associated appendices 6.11.7.1 and 6.11.7.2) and 6.7.4.2 Runway End Protection Areas.

Also attached is the lightning chapter where you will want to take a look at 6.3.4.5 (both NC1 and NC2 being relevant).

Fast-Track Act Summary

For some background here's a link to the MfE Fast-Track Approvals Page: [Fast-track Approvals Act | Ministry for the Environment](#)

There will be more information available on the Environmental Protection Agency's Website on 7th February.

Once you have had a look at the above information, please let us know if you have any further question for us or advice that you think will be helpful for us as we continue preparing our application.

Regards

Clare

Clare Dale

Senior Planner

Hours of work: Monday, Tuesday, Wednesday 8.30am – 2.30pm and Thursday 8.30am – 3pm. Please note I do not work on Friday

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05 February 2025

Carter Group Limited

Attention: Tim Carter

Dear Tim

104 Ryans Road Development

1. We refer to our recent discussions at our meeting on 22 January 2025 about your proposed development at 104 Ryans Road, Christchurch.
2. This letter sets out our understanding of the development and the current options that we are investigating for connection of the proposed development to our distribution network.
3. This letter **is not** a binding offer as to capacity and this letter **is not** confirmation of any particular connection option to our distribution network. We also refer you to our Connections and Extensions Methodology¹ which sets out Orion's commercial terms for extensions to our network, for new connections in areas with existing supply, and for alterations to existing connections. It also sets out the nature of the connection services offered by Orion, and the charges that apply for those connection services.

Project and your requirements

4. As we understand it, Carter Group is wanting to develop 55ha of industrial freehold land adjacent to the Christchurch International Airport, Ryans Road and Grays Road.
5. The project is included in Schedule 2 of the Fast-Track Approvals Act 2024. You are able to apply for "approval" under the Act from 7 February, and we understand that you are aiming to be ready to

¹ <https://www.oriongroup.co.nz/assets/Our-story/Pricing/Orion-connections-and-extensions-methodology-2024.pdf>

apply from that date or close to it.

6. The concept plan that we have seen for the development provides for 126 lots (of different sizes) and a number of roadways. From information on the Ministry for the Environment website we also note that

“The construction phase is assumed to occur over a 2-3 year period. While the process is not fixed, the general pattern will be the land will be divided into usable sites, and the large pieces of infrastructure required will be developed (roading, 3 waters, internet and electricity). Initial earthworks will also occur to flatten the sites and make it possible to build. We have assumed that approximately 50% of the total construction effects occur within that first year, with the balance spread over 2 additional periods, determined by market demand..”²

7. The lots will be available for warehousing, logistics, and light industrial workshops. You have estimated that you will need 3-4MVA for the whole development once it is completed.
8. We also note that the project is located almost adjacent to a solar farm development by Christchurch International Airport Limited.³ The Airport is in a joint venture with Kōwhai Park to build a solar farm which will also connect to our distribution network. We understand that you have been in discussions with the Airport about the solar farm development. The development includes a new substation being located on Grays Road, and 66kV cabling being installed along Grays Road and along Ryans Road towards Russley Road.
9. It seems likely that the two construction projects may be happening at the same time.

Connection options we are considering

² https://environment.govt.nz/assets/what-government-is-doing/Fast-track-approved/Ryans-Road-Industrial-Development/331.03-Ryans-Road-economic-assessment_Redacted.pdf

³ <https://www.christchurchairport.co.nz/about-us/who-we-are/media/2024/construction-to-begin-on-one-of-nzs-largest-solar-farms/>

10. As discussed with you, we are considering three options for the connection of the development at 104 Ryans Road to our distribution network.
11. For construction of the development, we will be able to supply up to 150kVA. This can be supplied from the existing 11kVA overhead lines on Ryans Road.
12. Once the development is completed, we currently do not have sufficient capacity without carrying out network development and augmentation. The options we are considering are
 - a. Option A – A new substation is built on land owned by Carter Group very near to the new substation for Kōwhai Park. An 11kV cable would then connect to the development. This option is dependent on the Kōwhai Park development proceeding.
 - b. Option B – A new substation is built on land owned by the Airport, and is immediately adjacent to the new substation for Kōwhai Park. An 11kV cable would then connect to the development. This option is dependent on the Kowhai Park development proceeding.
 - c. Option C – A new cable from the Hawthornden Zone Substation which would then connect to the development on Grays Road. This option would require substantial cabling and ducting.
13. From our initial analysis, Option C is unlikely to be optimal from a construction or cost perspective. Both Options A and B are dependent on the Kōwhai Park development proceeding.

Way forward

14. We would like to talk to you in more detail about your plans for this connection and the options to provide for it. Ideally it would assist us if you could provide a letter of intent from the Carter Group outlining your connection intentions, the size of the connection and preferred timing for both commencement of construction and commissioning of assets when you have the fast-track application approved

Yours sincerely

Sian Hughes

ORION NEW ZEALAND LIMITED



MEETING MINUTES

Project: Fast Track Application – Ryans Road

Date: 19 December 2024

Location: Carter Group Board Room (2 pm)

Attendees:	Name	Company
	Tim Carter	Carter Group
	Bruce Van Duyn	Carter Group
	Heidi Ireland	Carter Group
	John O'Dea	Christchurch International Airport Limited
	Nick Flack	Christchurch International Airport Limited
	Clare Dale (via video link)	Novo Group

Item	Description	Action
1.	Drawings	
1.1.	Tim presented the subdivision/staging drawing and spoke to them, explaining the two stages and how he imagined they would roll out.	
2.	Services	
2.1.	All services were discussed including Stormwater, where Tim advised there would be no wet ponds (ie: would drain within 48 hours as required by District Plan) with Stormwater going to ground via infiltration basins with 2 locations shown on the plans, Nick and John were supportive of this.	
2.2.	Sewer, Water, and Power were also raised and discussed.	
	2.2.1. Sewer – planned to be low-pressure sewer going down Ryans Road towards Russley Road/SH1 and connecting to the CCC network there.	
	2.2.2. Water – planned to utilise the CCC water supply system, also coming from Ryans Road from Russley Road/SH1 direction.	
	2.2.3. Power – planned to be connected via 11 kV along Ryans Road, with transformers throughout the subdivision. Bruce has started discussions with Orion.	
2.3.	Lighting was discussed in more detail and Nick explained the need for the lighting to be pointing downwards and not towards the sky. This was noted.	
	2.3.1. Pedersen Read lighting consultants have been engaged and Carter Group will make sure there are the correct conditions within the consent to address lighting requirements as per the District Plan.	
2.4.	Height restrictions were discussed and noted that there were specific requirements that must be complied with. Clare provided further information and clarification around height restrictions, and it was noted the drawings have been overlaid with the 'approach' and 'take-off' slopes based on CCC	



<p>district plan diagrams.</p> <p>2.5. Noise and dust control were also discussed. It was noted that all requirements by CIAL were outlined in the "Requirements for Working at the Airport" document which is available on their website. Bruce located this on their website and Nick confirmed that was the correct document.</p> <p>2.6. CCC roading upgrade at Pound Road and Ryans Road intersection was discussed briefly and agreed that no one knew the timeframe around this and noted that it had been removed from the CCC long term plan, despite there being some previous correspondence on land requirements for the upgrade to a roundabout.</p> <p>2.7. It was noted that nobody can live on the site (ie: no residential units including for management / security purposes will be allowed under the consent application.</p>	
<p>3. Consultation</p> <p>3.1. Nick advised that Airways had approached them as they had concerns around the large steel structures close to the navigation facilities.</p> <p>3.2. Tim advised that he was more than happy to contact Airways and discuss their concerns. Nick will provide Tim with contact details for Airways.</p> <p>3.3. Nick advised that it would be beneficial to also contact CAA and he will provide Tim with contract details, Tim confirmed he would make contact.</p> <p>3.4. Nick and John asked if they would be included in the Fast Track consultation process. Clare and Tim confirmed that as neighbours they would be involved in the process and would have 20 days to respond to the application when received from the EPA.</p>	<p>Nick</p> <p>Nick</p>
<p>4. Environmental</p> <p>4.1. Wildlife and noise were discussed and Tim noted that both these matters had been/will be accounted for in the application.</p> <p>4.2. Crane Height was raised and again it was noted that rules, compliance, and permit information could be found in the "Requirements for Working at the Airport".</p>	
<p>5. Development</p> <p>5.1. Tim again spoke about the two stages of the development and how he envisaged these would roll out.</p> <p>5.2. Lot sizes were discussed and Tim spoke about this and the market for them.</p> <p>5.3. Marketing timeframes were raised by Nick and John and Tim advised that due to the uncertain timeframes with the Fast Track process, he could not provide more accurate information as to when this development might be released to the market. He did say that he hoped the Fast Track process would be completed by the end of 2025.</p>	
<p>6. Local Authorities</p> <p>6.1. Nick asked how dealings with Orion and CCC had been. Tim advised that to date all dealings had been positive.</p>	



7. Other Issues

- 7.1. Foreign Object & Debris (FOD) was raised by Nick and again noted that all requirements were contained in the "Requirements for Working at the Airport".
- 7.2. Clare provided further information about this and the waste management plan that would be in place would ensure compliance.
- 7.3. There was a general off topic conversation and the meeting closed at 2.34pm

Tēnā koe Jo,

Ryans Road Industrial Development. – Pre-lodgement consultation under the Fast-track Approvals Act 2024 (FTAA)

Thank you for your correspondence dated 14 April 2025 in relation to Carter Group Limited's intention to lodge a substantive application for a listed project under the Fast-track Approvals Act 2024 (FTAA) in respect of the "Ryans Road Industrial Development" project.

As you are aware, the Ministry for the Environment (the Ministry) is the "relevant administering agency" for approvals relating to the Resource Management Act 1991 (RMA) and Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012 (EEZ Act) under the FTAA.

We have received the information you provided on 14 April 2025. As part of your substantive application, you will need to provide an assessment of the project against any relevant national policy statement, national environmental standards and if relevant the New Zealand Coastal Policy Statement. The Ministry has prepared the following summary on the national direction made under the RMA, for your consideration.

National Direction

Under the RMA, the government can create national direction to support local authorities' decision making under the RMA and develop a nationally consistent approach to resource management issues. This is typically done where an issue is of national importance, or involves significant national benefits or costs, or where necessary to give effect to other government policy or regulation. There are several types of national direction, including national policy statements and national environmental standards.

National Policy Statements (NPS)

National Policy Statements are instruments issued under section 52(2) of the RMA. An NPS is a vehicle for the government to prescribe objectives and policies for matters which are relevant to sustainable management. All National Policy Statements currently in force are published on the Ministry's website and links are provided in the table below. It is recommended that you consider the relevance of each NPS to your project. If you are seeking an RMA approval, then under section 13(4)(y)(i) and schedule 5 paragraph 2 of the FTAA your application must include an assessment of your project against any relevant NPSs. Refer to the National Policy Statements linked below.

National Policy Statement	Description
National Policy Statement for Greenhouse Gas Emissions from Industrial Process Heat 2023	This NPS provides nationally consistent policies and requirements for reducing greenhouse gas emissions from industries using process heat. It works alongside

	the National Environmental Standards for Greenhouse Gases from Industrial Process.
National Policy Statement for Highly Productive Land 2022	This NPS provides national direction to improve the way highly productive land is managed under the RMA. The objective is to ensure the availability of New Zealand's most favourable soils for food and fibre production.
National Policy Statement for Freshwater Management 2020	This NPS provides local authorities with updated national direction on how they should manage freshwater under the RMA.
National Policy Statement for Indigenous Biodiversity 2023	This NPS provides direction to local authorities to protect, maintain and restore indigenous biodiversity requiring at least no further reduction in indigenous biodiversity nationally.
National Policy Statement for Renewable Electricity Generation 2011	This NPS provides guidance for local authorities on how renewable electricity generation should be dealt with in RMA planning documents.
National Policy Statement on Electricity Transmission	This NPS sets out the objective and policies for managing the electricity transmission network.
National Policy Statement on Urban Development 2020	This NPS recognises the national significance of well-functioning urban environments. It removes barriers to development to allow growth in locations that have good access to existing services, public transport networks and infrastructure.
New Zealand Coastal Policy Statement 2010	The NZCPS provides guidance for local authorities in their day-to-day management of the coastal environment. The NZCPS is the only compulsory NPS under the RMA.

National Environmental Standards (NES)

National Environmental Standards are regulations issued under section 43 of the RMA. They prescribe technical and non-technical standards, methods or other requirements for land use and subdivision, use of the coastal marine area and beds of lakes and rivers, water take and use, discharges and noise. NESs require each local authority to enforce the same standard in respect of these areas unless otherwise specified. All National Policy Statements currently in force are published on the Ministry's website and links are provided in the table below. It is recommended that you consider the relevance of each NES to your project.

If you are seeking an RMA approval under the FTAA, section 13(4)(y)(i) and schedule 5 paragraph 2 require that an assessment of your project against any relevant NES must be included with your application. Refer to the National Environmental Standards linked below.

National Environmental Standard	Description
National Environmental Standards for Air Quality	This NES prohibits discharges from certain activities and set a guaranteed minimum standard for air quality for people living in New Zealand.

National Environmental Standards for Commercial Forestry	This NES provides nationally consistent regulations to manage the environmental effects of forestry.
National Environmental Standards for Electricity Transmission Activities	This NES sets out which electricity transmission activities are permitted, subject to conditions to control environmental effects. They apply only to existing high voltage electricity transmission lines.
National Environmental Standards for Freshwater	This NES regulates activities that pose risks to the health of freshwater and freshwater ecosystems.
National Environmental Standards for Greenhouse Gas Emissions from Industrial Process Heat	This NES sets out nationally consistent rules for certain greenhouse gas emitting activities from industrial process heat.
National Environmental Standards for Marine Aquaculture	This NES replaces regional council rules for existing marine farms and provides a more certain and efficient process for replacing consents, realigning farms and changing farmed species. In some instances, they allow regional council rules to remain in force.
National Environmental Standards for Sources of Human Drinking Water	This NES sets requirements to protect sources of human drinking water from becoming contaminated.
National Environmental Standards for Storing Tyres Outdoors	This NES provides nationally consistent rules for the responsible storage of tyres.
National Environmental Standards for Telecommunication Facilities	This NES sets national rules regarding the deployment of telecommunications infrastructure across New Zealand.
National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health	This NES includes requirements for assessing and managing potentially contaminated soil.

Please ensure your application includes a summary of this consultation with the Ministry, and an explanation of how this consultation has informed your project. This information must be included in your application, regardless of whether it is a referral application or a substantive application for a listed project.

Thank you for consulting with the Ministry for the Environment as the relevant administering agency for the RMA and the EEZ Act.

If you have any queries in relation to the FTAA process, please contact info@fasttrack.govt.nz for further assistance.

Ngā mihi,



Acting General Manager, System Enablement and Oversight

