

APPENDIX 1:

26 November 2025

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MEMORANDUM

TO: Tim Carter and Bruce Van Duyn, Carter Group Limited; and
Jo Appleyard and Meg Davidson, Anderson Lloyd

FROM: Clare Dale, Senior Planner, Novo Group Limited

PROJECT REF: Ryans Road Industrial Development

FTAA-2504-1054: RYANS ROAD INDUSTRIAL DEVELOPMENT APPLICANT SECTION 55 RESPONSE - PLANNING

INTRODUCTION

Qualifications and Experience

1. My full name is Clare Elizabeth Dale. I am a Senior Planner at Novo Group a specialist planning, traffic, and landscape and urban design consultancy based in Christchurch, Wanaka, and Timaru.
2. I hold the qualifications of a Bachelor of Resource Studies (Policy and Planning Stream) from Lincoln University, attained in 2002. I am an associate member of the New Zealand Planning Institute and have held accreditation as a Hearings Commissioner under the Ministry for the Environment's Making Good Decisions programme since 2024.
3. I have 23 years of experience as a Resource Management Planner, with 18 years of those years based in the Christchurch City Council (CCC), Resource Consents Team. I have extensive experience in urban land use development planning in Christchurch, including consenting of industrial land uses.
4. Although this is not an Environment Court proceeding, I confirm that have read the Environment Court Code of Conduct for expert witnesses contained in the Environment Court Practice Note 2023 and agree to comply with it. I confirm that the opinions expressed in this statement are within my area of expertise except where I state that I have relied on the evidence of other persons. I have not omitted to consider materials or facts known to me that might alter or detract from the opinions I have expressed.



Scope of Comments

5. I have been asked by Carter Group Limited (CGL) to provide a response to matters contained in written comments on the Ryans Road Industrial Development application from persons invited by the Expert Panel (Panel) to comment under Section 53 (s53) of the Act. In particular, I address:
 - i. Transport Effects: Comments by CCC, the New Zealand Transport Agency (NZTA) and PRG Ltd (comments submitted by Fiona Aston);
 - ii. Three Waters Infrastructure: Comments by CCC and Canterbury Regional Canterbury (CRC);
 - iii. Water Quality Effects: Comments by CRC;
 - iv. Land Contamination: Comments from CRC;
 - v. Bird strike Hazards: Comments by CIAL;
 - vi. Fresh Water Ecology Effects (Paparua Water Race): comments by CCC, CRC and Selwyn District Council (SDC);
 - vii. Indigenous Vegetation Effects: Comments from CRC;
 - viii. Herpetology/ Wildlife Act Approval: Comments from the Department of Conservation (DOC);
 - ix. Landscape and Visual Amenity Effects: Comments from CCC; and
 - x. Conditions proposed by CCC, CRC, CIAL and DOC.
6. This planning response to comments provides no further reply to the s53 comments on the application made by Whitiara on behalf of Ngāi Tūāhuriri Rūnanga and Mahaanui Kurataiao Ltd on behalf of Te Taumutu Rūnanga. The Application had previously discussed the application with both MKT and Whitiara. Conditions requested by MKT and Whitiara are incorporated in the Applicant's condition set. These conditions relate to landscaping/ planting, erosion and sediment control, fish passage, lizards, not piping the water race and accidental discovery protocol being implemented. While some of the wording in their suggested conditions has been changed to reflect some of the more technical assessments provide by the Council's, it is considered that the intent of their requests are still embedded in the conditions.
7. I note that the planning response to s53 comments on behalf of CGL have been divided, with matters relating to the NPS-UD, the NPS-HPL, Economic Benefits (and costs) and Aviation Safety (including airport protection surfaces and navigation equipment) being covered by Jeremy Phillips (Director and Senior Planner at Novo Group) in a sperate memorandum to the Fast -Track Panel, attached as **Appendix 2** to the CGL Section 55 (s55) Response.



8. This planning response is largely a co-ordination of technical inputs from other experts within CGL's team, in response to comments made by the s53 parties. With a particular focus on preparing the Applicant's final set of volunteered conditions. My response to these matters accounts for the following documents and reports, appended to and listed in Attachment 1 of the s55 response memorandum of counsel filed on behalf of the applicant with the Panel. Documents of particular relevance to my response include:
- i. **Appendix 5:** Capture Land Development and DCM Urban, Updated Plan Set.
 - ii. **Appendix 6:** Tom Lemon, Capture Land Development, Civil Engineering Memo.
 - iii. **Appendix 7:** Nick Fuller, Novo Group, Transport Memo Response.
 - iv. **Appendix 9:** Eoghan O'Neill, PDP, Stormwater Memo Response.
 - v. **Appendix 10:** Tom Garden, PDP, Water Quality Response Memo.
 - vi. **Appendix 11:** Lizzie Civil, PDP, Bird Strike Memo Response.
 - vii. **Appendix 12:** Lizzie Civil, PDP, Draft Wildlife Hazard Management Plan.
 - viii. **Appendix 13:** Jarred Arthur, PDP, Ecology Memo Response.
 - ix. **Appendix 14:** Lachie Davidge, PDP, Lizard Management Plan.
 - x. **Appendix 15:** Hannah Bruere, DCM, Landscape and Visual Response Memo.
 - xi. **Appendix 16:** Hannah Bruere, DCM, Landscape and Visual Graphic Supplement.
9. The Applicant's updated proposed sets of conditions in response to comments by CCC, CRC, CIAL and DOC are attached to the CGL response as tables in **Appendix 3** (CCC land use and subdivision conditions and DOC wildlife approval conditions) and **Appendix 4** (CRC land use, water permit and discharge conditions). The conditions in column one of the tables come from the Council's s53 response condition appendices (not the Applicant's August 2025 set).
10. For ease of reference and identifying points of agreement or disagreement between the parties, the tables provided within these documents include a traffic light colour system where:
11. **Green** = No (or very minimal) changes are proposed to the Council's s53 conditions, and the conditions are agreed between CGL and the Council's.
12. **Orange** = Means changes are proposed to the Council's s53 conditions by CGL to address comments made by the s53 parties (e.g. text amendments requested by CIAL) or improve



wording. *Note: any changes to the CRC conditions have subsequently been agreed with them, further detail provided below.*

13. **Red** = The Council's s53 recommended condition is not agreed to by CGL and is proposed to be deleted, or alternative wording to the Council's s53 condition is proposed that is seeking a different outcome.
14. For the orange and red categories, further explanation is provided regarding the changes or reasons for disagreement is provided in column two.
15. The development scheme plans submitted with the s55 response have been updated in response to comments with a number of changes (detailed below) being made. The Capture Land Development (Capture) plans are attached to the response at **Appendix 5** with a memo from Capture listing the changes made to the plans as **Appendix 6**.

TRANSPORT EFFECTS

16. Three parties provided comments on the transport effects of the proposal including CCC, NZTA and PGR Ltd. These are addressed in Mr Fuller's Transport Response Memo attached as **Appendix 7** to the CGL response and summarised below.

CCC Comments

17. Mr Fuller provides a full transport response to the CCC s53 comments, the assessment below focuses on CCC's proposed transport related mitigation and conditions recommended by CCC's Senior Planner, Mr Francis White in their Appendix 16.
18. CGL 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). Mr Fuller has undertaken additional modelling (see **Appendix 7**), which confirms that the average right turn queue fits within the available widening on Pound Road. Based on Mr Fuller's advice, I consider that there is no need for this condition to be imposed to mitigate an adverse effect of the proposal.
19. 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 of the road is proposed. In Mr Fuller's Memo Response he notes, although providing footpaths to both sides of the road would be ideal, providing a footpath on only one side is consistent with similar industrial developments in the area including the closest development at Dakota Park within the Airport campus. Further, Mr Fuller considers the adverse effects of not providing two footpaths are not significant and result in an acceptable arrangement. As such I consider that no further condition is warranted to mitigate adverse effects of the proposal.
20. CGL do not accept the Council's proposed condition that requires 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.



21. As noted in Mr Fuller's Memo 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 (that would not align with Ryans Road to the east and west). The shared path would be an isolated facility, with no onward connections to existing shared paths in the area. As such, Mr Fuller considers, and I agree, that the effects of not providing this shared path are acceptable.
22. Further, Mr Fuller is of the view that undergrounding the powerlines on Ryans Road would add additional cost without any benefit to traffic safety. I also note that this would be difficult with the proposal for the Paparua Water Race to remain un-piped as space within the road reserve for servicing is constrained.
23. 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, it is important that the audit process does not extend to reconsideration of conditions and plans approved through this fast-track process, such as the undergrounding of power poles or the provision of a shared path.
24. 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. This later certification process should not be an opportunity to redesign the fundamental transport elements of the proposal.
25. Except as noted above, the other transport conditions in CCC Appendix 16 are accepted. This includes, the speed environment, engineering approvals, vesting of roads, road naming and frontage road upgrades as per the submitted plans.
26. At paragraph 117 of the CCC Planners Report, Mr White concludes that, if the conditions recommended by CCC are not included in the decision, that adverse effects relating to transport will be more than minor taking into account:
 - i. Adverse effects on the operation of an intersection of an arterial road, potentially blocking the road.
 - ii. Adverse safety effects associated with new intersections that are not designed in accordance with the existing speed environment and large increase in the number of vehicle accesses to higher speed rural roads not aligning with District Plan standards for separation.
 - iii. Limited options for pedestrians within the development area, for which only a single footpath on each internal road is proposed, and cyclists accessing and within the site, noting that no separate provision for cyclists is made.
27. It is noted that in the context of the FTAA2024 that Mr White did not use the term 'significant' or 'sufficiently significant' adverse effects. Given that Mr Fuller's assessment has now provided further assessment of the Ryans/ Pound Road intersection showing the critical right-hand turn manoeuvre into Ryans Road is acceptable from a safety perspective and the speed environment condition (i.e. no activities shall operate until there is a 60kmph speed limit on Ryans and Grays Roads) is agreed to, that removes two of the above CCC concerns.



28. With the further assessment completed by Mr Fuller and the conditions proposed in CGL's **Appendix 3** included, I consider that any adverse transport effects of the proposal are minor and limited to pedestrian and cycle safety and convenience matters.

NZTA Comments

29. The NZTA s53 comments raised concerns about not quantifying or assessing transport effects at three key locations. Those being the SH1/SH73 intersection, Pound Road (including the Pound Road/SH73 roundabout), and the SH1/Ryans Road intersection. I consider that assessment of the proposals effects on these intersections were all provided in Mr Fuller's Integrated Transport Assessment (ITA) and attached QTP modelling submitted with the application in March 2025. It would appear from the correspondence and the meeting detailed below (minutes attached to Mr Fuller's Response Memo), that NZTA may not have read the full application documentation including ITA and modelling report prior to making their s53 comments.
30. Mr Fuller has provided a response on the effects based comments, and here I focus on the need for any conditions as a result of the NZTA comments.
31. The NZTA s53 comments contain the following conclusion:
- "However, these risks can be managed through appropriate conditions and independent verification. NZTA considers a suite of conditions would be required to resolve these impacts, and would welcome further engagement with the applicant to develop these".*
32. Noting the above request for engagement on consent conditions, Mr Carter and Mr Van Duyn (CGL) and Mr Fuller and Mr Phillips (Novo Group) met with representatives of the NZTA on 8 October 2025, in order to better understand the non-specified conditions requested in the NZTA s53 comments.
33. The minutes of the meeting held on 8 October 2025, and subsequent correspondence (email) are included in Attachment 5 to Mr Fuller's Response Memo. In summary, while initially indicating at the meeting that there were no known conditions sought by NZTA at that stage, the later email suggests that the NZTA would contact CGL to discuss conditions once they had further considered this matter.
34. As of 25 November 2025, the applicant has not received any further correspondence from NZTA. Despite the extended timeframes resulting from the application being on hold, NZTA has not clarified the conditions it seeks.
35. Mr Fuller notes that the Hornby Strategic Case Study recently commenced by NZTA will consider impacts across the broader network and will take approximately a year to complete. The study will lead to the existing safety and capacity issues on the State Highway network being assessed and solutions being identified. Given that this Fast-Track Approval application is lodged and being processed ahead of this study commencing, in my view the NZTA study should take account of the development traffic as part of the assessment. As noted above, Mr Fuller's assessment has appropriately considered the network effects of the proposal and cannot account for NZTA's upcoming study due to time constraints.



36. In any event the modelling was undertaken using the CAST model. It is understood that growth assumptions in the models are provided by the Greater Christchurch Partnership Model Management Group, which includes CCC, SDC, Waimakariri District Council, CRC and NZTA. In Mr Fuller's experience, the use of this model is appropriate for assessing the traffic effects of large-scale land use changes such as this (and including Plan Changes). He considers the use of this model, along with the calibrated model of the Pound Road / Ryans Road intersection to be an acceptable approach to understanding the traffic effects of the proposal.
37. I also highlight the earlier discussion with CCC (recorded in Mr Fuller's August Response) regarding traffic generation rates for this proposal, which suggested that the ITA has adopted traffic generation rates that are at least 18% higher than other survey data. This suggests that the modelling undertaken is robust.
38. In conclusion, no further conditions are proposed by CGL in relation to the NZTA s53 comments as it is unclear what conditions are being sought and what effects they would mitigate. I also note that the s83 test for conditions, is that they must not be more onerous than necessary to address the reason for which they are set.

Martin Leslie O'Neill and Shane Colin O'Neill (PRG Ltd)

39. PRG Ltd are a group of landowners on the south side of Ryan's Road who also have aspirations for industrial development of their Rural Urban Fringe zoned sites. PRG's s53 comments note they are particularly concerned about:
 - i. *"Traffic effects including any upgrades to the Pounds Road/Ryans Road intersection and impacts on our land and PRG proposed rezoning; and Wider traffic/transport effects."*
 - ii. No upgrades being proposed to the Pound/Yaldhurst/School Road/Old West Coast Road intersection even though this is understood to already be beyond capacity.
 - iii. Major further works being necessary as a result of the additional traffic which will be generated by the Ryans Road industrial development proposal (both individually and potentially in combination with other such proposals).
40. As noted above under the CCC comments section, no intersection upgrades (other than some lane markings) are considered necessary as a result of Mr Fuller's assessment of the application. It would appear that PRG's comments seek to protect their position on their proposed re-zoning and transport assessment when lodging a future plan change application with CCC.
41. In terms of priority, PRG are behind CGL in the statutory process noting that no plan change has been lodged. Therefore, the transport assessment for the PRG proposal must take into account the traffic volumes of the Ryan Road FT application when preparing their transport assessment, and not the other way around.



42. Further, CGL cannot account for PRG's confidential pre-application meetings with CCC, nor the Council's West Christchurch Area Plan, for which no information is publicly available.

Transport Conclusions

43. No party making s53 comments on the application has undertaken a transport modelling exercise of the proposed development traffic on the surrounding and strategic road network, that counters that provided by Mr Fuller and QTP. The QTP CAST model is typically the Council and NZTA supported model for applicants to use for such assessments.
44. Having considered the s53 comments alongside Mr Fuller's Response Memo, I remain of the view that the proposed activity will have minor and acceptable transport effects (particularly once planned mitigation measures are in place) that are limited to pedestrian and cycle safety and convenience matters.

THREE WATERS INFRASTRUCTURE

45. Since receiving the s53 comments from CIAL and CCC, CGL have revised the stormwater proposal for the site. The new proposal is detailed in the Stormwater Memo Response by PDP (**Appendix 9**) and the Capture Land Development Plans in **Appendix 5**.
46. It is now proposed that treatment and storage of runoff will be managed by a Stormwater360 Filterra Bioscape and Soak Pit system. This alternative approach will directly replace the Infiltration Basin and Soak Pit system outlined in previous reporting and addresses CIAL's concern about ponding water in stormwater basins attracting avifauna.
47. The proposed Stormwater360 Filterra Bioscape is an engineered bio-filtration system designed to treat runoff from large stormwater catchments. Given the high infiltration rate provided by the Filterra Bioscape, above ground storage (in basins) is not required, and once treated, all road reserve run-off will be conveyed to an adjacent soak pit and discharged to ground via a soak pit up to the design 2% AEP design event. In addition to the Stormwater360 Filterra Bioscape, a control manhole with diversion weir will be required to split flow into the Filterra and allow excess overflow to convey directly to the soak pit.
48. Ponding within the Filterra Bioscape is anticipated to only occur during very high intensity rainfall events. These intensities would typically be associated with short duration "cloudburst" type events. During such an event, any ponding would dissipate very rapidly following subsidence of the high intensity rainfall i.e. within minutes. Any ponding that does occur within the bioscape is unlikely to be of a depth greater than 100 mm. The rapid dissipation of ponding is managed by the extremely high infiltration properties of the Filterra media. During typical rainfall intensity and/or medium to longer duration events, ponding within the Filterra is unlikely to occur.
49. In terms of planning updates, the proposed changes to the stormwater design continue to meet the activity specific standards in District Plan rule 6.7.3.1 P3 as interpreted by CCC. Noting compliance with this rule and the technical advice from PDP above that the Filterra Bioscape will drain within minutes rather than hours, I consider that the proposed



amendments to the proposal should address CIAL's concerns in regard to the Stormwater proposal.

50. There is now also an agreed in principle set of conditions with CCC in relation to Stormwater, noting that CGL have largely accepted CCC's Appendix 16 set, provided by Mr Norton (CCC Stormwater Engineer) subject to the amendments below.
51. It is noted that Mr Norton's proposed conditions provided options/ flexibility for which stormwater system is implemented. However, now that the applicant is committed to the Stormwater360 Filtterra Bioscape option the second options referring to 'basins', 'swales' and 'soil absorption basins' are longer needed and that wording can be deleted from several of the conditions. An example is as follows:

<p>Stormwater generated from all roading shall be collected via channels, sumps; and pipes or swales and prior to discharged via an approved pre-treatment system to an approved first flush treatment and disposal system.</p> <p>a. Unless otherwise approved by the Council Planning Engineer, the stormwater pre-treatment system shall consist of:</p> <p>i. A vegetated swale designed in accordance with Auckland CD01; or;</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. Soil absorption basins designed in accordance with WWDC 6.5 (except for target soakage rates through treatment media as specified in Condition 62 below); or;</p> <p>i. Stormwater360 Filtterra proprietary treatment devices designed to treat the runoff generated from 5mm/hr rainfall intensity.</p>

52. The proposed deletions from CCC's proposed condition set from the above conditions also address CIAL concerns about ponding water and locks in a solution that will ensure that does occur.
53. The condition relating to stormwater basin defect period (proposed condition 77(a) in **Appendix 3**) has also been updated. The proposed timeframe in the condition is considered very onerous by Mr O'Neill the Applicant's Stormwater Engineer. He notes that there will be Erosion and Sediment Control Plans (ESCP's) in place for individual lot development and that those ESCP's will involve management and disposal of construction related Stormwater to ground within each individual site via construction soakpits. In his view 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.
54. In addition, there is a pre-treatment device (SW360 Cascade GPT) upstream of the bioscape which provides significant total suspended solid removal prior to Stormwater entering the bioscape, therefore the bioscape has a high degree of protection between that and the protecting mulch layer.



55. Finally, on condition (77a) it is noted the land area threshold set by Council in this condition is not accurate, as there is not 44.4 ha of developable land once road, reserves and the REPA are removed.
56. On the above basis Mr O'Neill has advised a defect period of two years from Practical Completion Certificate.
57. Mr Norton's comments (Appendix 6 of the CCC s53 comments) also raised a question about earthworks on individual lots as no shaping was proposed with subdivision in the application as lodged. In his view, that approach may increase the risk of surface water ponding on the site which may create nuisance effects on some lots and/or may have bird strike risk implications. Further, he considered that sediment could affect the established basins on lot 200 and 201.
58. In response to this earthworks / stormwater concern, Capture Land Development have updated Earthwork Plans – EW220 (see **Appendix 5**) to include a note: *'Fill any localised low areas within proposed lots to provide continuous sheet flow of stormwater towards proposed roads.'* This note was added to ensure there is no isolated low areas that could be subject to surface water ponding and attract birds, as a result of the proposed earthworks for the road formation. Any additional filling required as a result of this note will be subject to all the relevant erosion and sediment control (ESCP) consent conditions and be overseen by a suitable qualified Engineer. As such this change will not have any adverse effects. Bird strike is addressed in detail under a separate heading below.
59. In regard to wastewater and water supply, no further response is provided by CGL noting that the conditions provided by the CCC Water Teams in Appendix 16 of the CCC s53 comments are agreed to by CGL.

WATER QUALITY EFFECTS

60. The CRC groundwater technical advice provided by Ms Scott (their Appendix 1) identifies areas of contention mostly regarding the potential highest groundwater levels at the site, and the implications of these high groundwater levels on potential contamination of downgradient groundwater users, particularly domestic water supply bores (noting *E. coli* and *norovirus* were identified in the comments). Ms Scott recommended that a more detailed survey of land surface and groundwater levels be conducted to inform a map of highest groundwater levels across the site.
61. In response, PDP has conducted such a survey and considered the possible implications regarding potential for contamination of downgradient drinking water supply bores from soak pits. Their water quality assessment is attached as **Appendix 10** to the CGL response.
62. Groundwater records from nearby monitoring bores and a recent geotechnical bore indicate that the highest groundwater levels historically occur infrequently, with depths at the site generally greater than 10mbgl. Piezometric mapping and conservative mounding calculations for a 2% AEP (50-Year return period) 24-hour rainfall event indicate that, even under highly conservative assumptions and low transmissivity conditions, the unsaturated zone beneath the soak pits is expected to remain at or above 2m in most scenarios (noting



that CRC were concerned this could be 1m or less). The likelihood of the maximum mounding coinciding with the highest historical groundwater levels is considered extremely low, confirming that the proposed soak pit design provides an adequate separation to the water table.

63. PDP's review of the Microbial Risk Assessment Tool – Documentation Report indicates that the norovirus component is not appropriate for separated stormwater systems (as proposed for this site), while the E. coli is more appropriate as a conservative screening measure. PDP undertook a re-modelling exercise, for which the results indicate that the proposed stormwater soak pit system is unlikely to pose a significant contamination risk to downgradient drinking water supply bores, and the design and placement of soak pits are considered appropriate and protective of groundwater quality.
64. The updated PDP assessment of ground water levels and contamination risk was provided to CRC on 19 November 2025, and they have confirmed that Ms Scott accepts the additional assessment provided. The additional assessment supports the proposed agreed consent conditions relating to maximum depth of excavation being limited to 7mbgl.
65. There are no outstanding issues in relation to water quality, noting the agreed condition package that has been prepared by CRC and CGL.

LAND CONTAMINATION

66. There is agreement between CGL, CCC and CRC on contamination matters and necessary consent conditions, as such no further formal written expert advice from CGL's contamination expert Mr Chris Thompson from Tetra Tech Coffey is provided with this response.
67. On reading the CRC comments and expert technical report by Ms Mirabueno (CRC Appendix 3) it was apparent that some of Ms Mirabueno's conditions had not carried through to the overall CRC conditions set (their Appendix 5). These related to further sampling/ investigations once buildings have been removed from the site (i.e. previously inaccessible areas) and background contaminant levels for potential discharge soak pits on HAIL land meeting acceptable criteria prior to discharges occurring.
68. These matters have now been picked up in CGL's proposed Condition (8) of the CRC land use consent and Conditions (3) and (4) of the two operational discharge consents (see CGL **Appendix 4**). The wording of these conditions has now been agreed between CGL and CRC, following meetings held with CRC Planner's on 6 and 12 November and further email correspondence.
69. In addition to the above new conditions, Condition (4) of the CRC land use consent has been updated to introduce a separation distance between any earthworks taking place prior to the RAP being implemented and site validation occurring to any identified contamination in a DSI. A distance of 50m is recommended by Chris Thompson at Tetra Tech Coffey and has been agreed to by Ms Mirabueno. While it is intended that the contamination will be remediated early on in the development process, CGL wants to avoid a scenario whereby the contamination which is confined to small area in the southeast corner of the site,



preventing any development earthworks occurring on other parts of the site with no contamination.

70. As a final note on contamination, the wording of the RAP conditions has been kept the same on the CCC and CRC consents, so that they are easy for the applicant to administer and both Council's receive the same information at the same time.
71. Given that CCC's s53 comments raised no issues regarding contamination and fully accepted CGL's conditions and that the final wording of conditions has now been agreed with CRC, there are no contamination matters in contention.

BIRD STRIKE HAZARDS / WHMP

72. CIAL made comments in relation to a number of potential bird strike risks as a result of the Ryans Road Industrial Development in their s53 comments to the Panel. In addition to the stormwater matters already covered above and the landscape section below, their bird strike comments related to:
 - i. Helicopter Flight Path Risk;
 - ii. Flat Roofed Buildings;
 - iii. Construction Phase Risk;
 - iv. Operational Phase Risk; and
 - v. Conditions of Consent.
73. In addition to the above matters, CIAL requested to be consulted as a Wildlife Hazard Management Plan (WHMP) was developed for the site, prior to it being finalised for certification by CCC.
74. Since receiving the s53 comments CGL has worked to address all of the above concerns. This includes engaging Ms Lizzie Civil, Ecologist (Specialising in Avifauna) from Pattle Delamore Partners (PDP) to develop a Draft WHMP for the site to submit to the Panel with this response. Attached as **Appendix 11** is a Memo Response from Ms Civil outlining her response to the s53 comments and where in the Draft WHMP (attached as **Appendix 12**) CIAL's concern has been addressed.
75. CGL have provided CIAL with the opportunity to have input to the development of the Draft WHMP. The Draft WHMP has been provided to CIAL for review on 30 October 2025. Following provision of the Draft WHMP, CGL's team (Myself, Mr Van Duyn - CG representative, Stormwater Engineer - Eoghan O'Neill (PDP), Ecologist – Lizzie Civil (PDP), and Landscape Architect – Hannah Bruere (DCM Urban)) met with CIAL's Environment and Planning advisor, Jesse Aimer on 11 November 2025.
76. At the meeting CGL's Consultant's and Project Manager explained the updates made to the application in terms of:



- i. The stormwater management system including the removal of basins and replacement with rapid soakage Filterra Bioscapes that drain water in minutes not hours.
 - ii. Further detailed landscaping plans with species and spacing were being prepared by DCM with expert avifauna input from Ms Civil; and
- 77. A summary of the Draft WHMP and how it addressed CIAL's s53 comments was also provided by Ms Civil.
- 78. It is noted that CIAL's bird experts Avisure and their Wildlife Manager were not present at the meeting, despite the Applicant's invite being extended to these parties. However, Mr Aimer did provide some high-level feedback in addition to the written s53 comments that the applicant has now included in the Draft WHMP that is submitted with this s55 Response.
- 79. Mr Aimer queried how landscaping on individual lots (not including 3m road frontage planting which is included in the application plans) would be managed once the sites were on sold to new owners and building developers. In order to address this query a new condition is now proposed on the CCC land use consent to require any planting on lots 1 – 127 to be in accordance with District Plan *Appendix 6.11.9 Plant Species for Water Bodies and Stormwater Basins in the Bird strike Management Area*, so as not to be bird attractors. I also note no additional site % or car park landscaping is required as a built form standard condition in the Industrial General (IG) zone package proposed in CCC land use consent.
- 80. Mr Aimer's other queries related to the following items that are now all covered in the updated Draft WHMP dated November 2025 and submitted to the Panel:
 - i. Consistency with the language used and mitigation measures contained within the CIAL WHMP so that the documents work together in a co-ordinated manner to avoid bird hazard risk.
 - ii. The inclusion of further information regarding the frequency of helicopter bird strike events to demonstrate that this is very low risk.
 - iii. Waste management and pest management procedures for the individual lots.
 - iv. Documentation of the longer-term management responsibilities for the WHMP once the lots are transferred to individual owners, including monitoring, counts and reporting and communication with CIAL.
 - v. Embedding the key WHMP components in the conditions of the FT Approval.
- 81. Following the CIAL meeting and in response to their s53 comments I have redrafted the bird strike conditions attached to the CCC subdivision consent (Conditions 109 – 112).
- 82. Conditions (109) and (110) have now been updated to reflect that a 'Draft WHMP' has been written by the CGL's Ecologist (specialising in Avifauna) and that it will need to be finalised and certified by CCC post issue of consent as requested by CIAL.



83. To imbed the key principles and practises contained within the WHMP in the consent, Condition (109) contains a list of what the final WHMP must contain and details the consultation with CIAL and CCC certification processes it must go through. In relation to CIAL consultation the conditions as drafted provide a 20 working day window for CIAL to provide a response to CGL that they wish to provide further feedback.
84. The conditions require the certified WHMP to be implemented on site at all times (both during site development and for the lifetime of the development). To ensure future purchasers of the lots are aware of the WHMP and the need to comply with it, a consent notice on each lot is proposed.
85. On Friday 21 November (mid-afternoon) as this response was being finalised, CGL received a further response from Mr Aimer at CIAL. This included a preliminary review by their Avifauna experts Avisure.
86. I note that since our meeting on 11 November 2025 some of the feedback / concerns raised in this letter have now been better addressed within the Draft WHMP as a result of Mr Aimer's earlier feedback. However, given the time constrained nature of the FT process there has not been sufficient time to re-circulate the updates to the Draft WHMP and conditions to CIAL, prior to responding to the Panel (given CGL are approaching the maximum 50-day suspension period). CGL will provide CIAL a copy of the bird strike/ WHMP updates at the same time as submitting the s55 Response to the Panel.
87. Despite not being able to meet or correspond further with CIAL and their experts again prior to filing this response, consultation with CIAL is ongoing. Firstly, CIAL will have a further opportunity to comment on the conditions under section 70 of the FTAA2024. Secondly, the updated consent conditions require the Draft WHMP to be finalised, specify consultation with CIAL and that the WHMP will only be certified by CCC if evidence of consultation with CIAL is provided (or if they do not respond within 20 working days). Any outstanding matters raised in the latest letter from CIAL dated 21 November 2025 can be addressed during the certification process.
88. In addition to providing further feedback on bird strike hazards, the 21 November 2025 letter from CIAL also notes that:

"CIAL considers that the potential for increased bird activity and associated bird strike risk cannot be meaningfully assessed in isolation from other aviation safety matters".
89. I note that these broader safety issues are addressed in Mr. Phillip's Planning Memo in **Appendix 2** to the CGL s55 Response and that the various Aviation Safety Consultants engaged by CGL have considered these matters collectively (including bird strike) and not in isolation of each other.
90. Overall, in relation to bird strike the Applicant has worked to address CIAL's bird strike comments and now has a detailed Draft WHMP plan developed that will be finalised via CCC certification following further consultation with CIAL.
91. Finally in regard to birds more generally, CCC's standard condition for bird management during earthworks and construction has not been included as it is otherwise covered in the Draft WHMP. 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.

FRESHWATER ECOLOGY EFFECTS

92. Feedback pertaining to potential effects of the development on the SDC Paparua Water Race along Ryans Road has come from CRC and CCC ecologists. The CRC ecologist is in general agreement with the proposal and proposed conditions, noting additional requirements limiting the duration of works during culvert installations, further ecological survey work and the provision of detailed design level drawings for the proposed culverts are now included in the conditions.
93. More extensive feedback was obtained via the CCC ecologist. In summary, the ecologist believes that more information should be provided prior to granting consent, and that additional conditions be included. This is despite the installation of culverts in a network waterway being an exempt activity under the District Plan where a CRC consent exists for the same work (see 6.3.3 h. v.).
94. Mr Arthur, Ecologist at PDP has reviewed the s53 comments provided by CCC, CRC and SDC on behalf of CGL and his assessment is attached as **Appendix 13** of the CGL Response.
95. In response to CCC recommended condition 94A and 94B of the subdivision consent Mr Arthur makes the following comments:
 - i. *The requirement of fish salvage is a reasonable requirement and encouraged by PDP as part of construction activities on the water race.*
 - ii. *Overseeing any on-the-ground works within a 5m setback of the waterway is considered unreasonable as the implementation of a robust Sediment and Erosion Control Plan would manage effects of adjacent (i.e., not instream) land disturbance works on waterways. It is more understandable to require that an ecologist oversee installation of culverts instream and, depending on construction methodologies, this could be paired to a FMP and salvage.*
 - iii. *It is considered beyond the scope of an ecologist to inform culvert location and installation as these are predominantly engineering matters, although an ecologist can assess placement in the waterway bed to ensure compliance with fish passage guidance. This could also be coupled with an ecologist review of culvert designs.*
96. In response to CCC recommended condition 94C of the subdivision consent Mr Arthur comments:
 - i. *In general, the requirements of this condition are not in keeping with the status of the water race as an artificial water course. There are competing priorities (e.g., roading, bird strike risk etc.) that are likely at odds with a conventional planting design for streams. Given the width of the water race, it is envisaged that a simple planting palette of native grasses (e.g., Carex spp.), or other low stature species, would provide added shading, food sources and habitat for instream biota. This will result in an improvement to water race values compared to present.*



- ii. *Overall, the current landscape design and planting that is proposed has been reviewed, and I consider this appropriate for improving waterway values. Prior approval by the CCC ecologist is unlikely to be necessary unless there are fundamental changes to the existing designs.*
 - iii. *PDP agrees that the use of biodegradable products (e.g., weed mats) be used as much as possible for landscaping within the waterway setback.*
- 97. Based on Mr Arthur's advice summarised above, I recommend deleting the suggested CCC condition 94C requiring additional riparian planting details be provided to CCC for approval. This is 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.
- 98. Further, in this location I agree with Mr Arthur that there are multiple competing priorities to manage (e.g. roading, SDC maintenance of the water race, bird strike risk, visual screening of the industrial development etc.) that are at odds with a conventional planting design for natural streams.
- 99. In relation to further surveys of the drain, in particular for freshwater mussels (kākahi) and the need for Ecologist input on placement of culverts and input in final design to ensure adequate fish passage is maintained, new conditions are proposed (see **Appendix 4**) following consultation with CRC. It is noted that these conditions are supported by CRC.
- 100. Culvert and freshwater ecology conditions are replicated in both the CRC and CCC consent conditions as both Councils have requested these. To avoid unnecessary administration for the applicant it is noted that the wording of the culvert condition sets are identical, favouring those agreed with CRC over the more onerous ones suggested by CCC. If the FT panel see this as unnecessary repetition, then the applicant is agreeable to these conditions only being imposed on one consent package.

INDEGENOUS VEGETATION EFFECTS

- 101. Feedback from CCC in relation to the potential for Geranium retrorsum to be located at the site and how it should be managed was in general agreement with the PDP findings including proposed conditions relating to the salvage and reinstatement of Geraniums, should they be found to be present.
- 102. CRC provided further feedback, requesting that a maintenance plan be required to ensure translocated Geranium plants are maintained in a healthy state fit for replanting post site works. Specific amendments to the wording of conditions sought by CRC were not included in the CRC comments and were not clear in the Appendix 5 conditions.
- 103. In principle, Mr Arthur from PDP accepts the notion of a condition requiring the need for ongoing maintenance of the translocated geraniums at the site. He suggests that that geraniums are monitored and maintained in accordance with other landscape plantings at the site, given that the indigenous plants will form part of the overall landscaping palette. This should be exercised for a duration of two years (24 months).



104. I have re-drafted the Geranium retrorsum conditions that sit with in the CRC land use consent in accordance with Mr Arthurs recommendations. These have subsequently been discussed and agreed with CRC's Planners on 24 November 2025.
105. Any effects on indigenous vegetation in my view are appropriately managed and less than minor.

HERPETOLOGY - WILDLIFE ACT APPROVAL

106. CCC, CRC and DOC have provided independent responses regarding the management of lizard populations at the site. Generally, all are supportive of the actions outlined in the Lizard Management Plan (LMP), subject to additional conditions requested by DOC in Appendix A of the s51 Wildlife Approval Report. These require supplementary inclusions in the wildlife approval authorisation before it is granted.
107. The conditions submitted by DOC in s51 Report (Appendix A) are adopted by CGL, with three minor clarification points suggested by the applicant's Herpetologist Mr Lachie Davidge. Mr Arthur's comments with input from Mr Davidge are provided in **Appendix 13** and an updated LMP including DOC's s51 conditions is attached as **Appendix 14**.
108. Mr Arthur and Mr Davidge have raised a question about having a 'named project ecologist' within the conditions of the approval. While a designated or 'named' project herpetologist is standard practise, a condition requiring that the Project Ecologist be approved in writing by DOC is a more pragmatic approach than naming an individual at this stage in the process. I have re-worded the consent wildlife approval conditions to allow for later approval of the 'Project Ecologist' responsible for Lizard Management.
109. Secondly Mr Arthur's and Mr Davidge's comments note that lizards that die during the approved activities of catch, transfer or liberate, must result in the notification of DOC and the sending of dead specimens for necropsy. In Mr Arthur's and Mr Davidge's opinion notifying DOC is a reasonable request and it is noted that sending dead lizards for necropsy has been included as a condition of other project consents involving lizard management procedures. However, in their opinion is that it is unreasonable to undertake such an exercise in the event of known deaths (e.g., predation during trapping). He has recommended to include the suggested provisions within the LMP, but highlight that only unexplained deaths (e.g., suspected disease) shall result in specimens sent for necropsy.
110. In addition to Mr Arhutr's and Mr Davidge's comments, I note two issues related to timeframes in the LMP and s51 Report (Appendix A):
111. The timeframes for habitat establishment, trapping and relocation included in the LMP (summer 2026) were written when a decision on the application was anticipated before Christmas 2025. These dates will need updating to reflect the likely new timing of works commencing. However, these will likely now all fall into the next available lizard relocation season (commencing Spring 2026) and provide more time for habitat establishment. Noting that further time for habitat establishment is a positive outcome.
112. Condition 18 of s51 (Appendix A) requires annual reporting for the lifetime of the wildlife approval which is 10 years. Whereas the previously agreed LMP August 2025 (also



included in the November update), states that annual reporting will only occur during the lifetime of trapping, weed management, monitoring and other activities as stated in the LMP being 2 years from transfer. Condition 18 has been updated to reflect the LMP.

113. I also note that the lizard management conditions have been removed from the CCC subdivision consent following email correspondence Emma Fahey, DOC permissions advisor dated 17 November 2025. These are now incorporated in their own separate condition set for DOC to administer, rather than the Council's. There is no need for the LMP conditions to remain in the CCC consent package as DOC are best placed to administer these given their expertise and that it would result in unnecessary repetition and administration.

LANDSCAPE AND VISUAL EFFECTS

CCC Comments

114. CCC provided comments in relation to landscape and visual amenity (or rural character and amenity) matters and requested a number of additional conditions over and above those offered by CGL in the original application dated March 2025 and the August 2025 updates. Ms Hannah Bruere from DCM Urban has reviewed the CCC Landscape and Urban Design Report prepared by Mr William Field and recommended conditions and her assessment is attached as **Appendix 15**.
115. In addition, Ms Bruere has updated the site landscaping plans to reflect the new stormwater proposal, the advice of Ms Civil in relation to plant species, the request of CIAL for more details on plant species and spacings and Mr Field's (CCC Landscape Architect) requests for taller denser species opposite residential units on Grays and Ryans Roads. The latest landscape plans are attached as **Appendix 16** (with plans for approval attached also forming part of Capture Land Development package in **Appendix 5**).
116. Having reviewed Mr Field's assessment, there are several changes to the proposal or recommended conditions that Ms Bruere has recommend to CGL to accept as mitigation. CGL now proposes to:
- i. Include a condition on the subdivision consent regarding establishment and maintenance of the 3m wide landscaping strip on the Ryans Road and Grays Road frontages and a consent notice to highlight the maintenance of the planting strips to future purchases of the affected lots, on an ongoing basis.
 - ii. Plant larger tree species (approved by Ms Civil in terms of bird strike risk) as suggested by Mr Field opposite the residential properties on Ryans and Grays Road. Along the Ryans Road and Grays Road lot boundaries neighboured by residential dwellings, Cupressus x leylandii 'Ferndown' is proposed as a continuous dense shelterbelt, underplanted with Veronica salicifolia and Griselinia littoralis (see Buffer Planting B on page 29 of **Appendix 16**). Along the extents of Ryans Road and Grays Road not shared with residential dwellings, a mixed row of Pittosporum eugenioides and Plagianthus regius is proposed, underplanted with Veronica salicifolia and Griselinia littoralis (see Buffer Planting A on page 29 of **Appendix 16**). This approach will provide dense and fast-growing screening



(*Cupressus x leylandii* 'Ferndown') along the more sensitive boundaries shared with residential neighbours, while increasing the presence of indigenous planting (*Pittosporum eugenoides* and *Plagianthus regius*) along boundary extents where there is greater visual tolerance.

- iii. Introduce a new building height restriction on Lots 68-70 opposite the residential unit at 60 Grays Road, to limit potential visual bulk and shading concerns for this property. The building height restriction proposed is - a maximum building height of 12m for the first 10m adjacent to Grays Road (and minimum 5m building setback requirement), noting that this is the same height restriction that has already been proposed along Ryans Road frontage.

117. However, based on Ms Bruere's assessment there are a number of conditions that CGL do not agree to or seek to amend and these are summarised below:

- i. **Signs:** The applicant does not accept additional conditions proposed by CCC in relation to the location, size, height and illumination of signs. 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.

The interface between the RuUF zone and IG zone occurs in several locations across the city and the District Plan 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 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.

- ii. **Fencing:** It is accepted that solid fencing forward of the 3m landscaping strip along the two road frontages is not a good outcome for the site, however the current wording of the CCC condition is confusing as it talks about the 'internal boundary' not the 'road boundary'. The condition has been redrafted to provide greater clarity.
- iii. **Screening of Service and Storage Areas:** Additional screening of any outdoor storage and service spaces is not considered necessary by Ms Bruere. CGL seek to delete the CCC recommended 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 duplication of screening. Further, additional trees within the site are also not desirable in terms of attracting birds.
- iv. **Shipping Containers:** CGL seek to delete the CCC suggested condition in relation to screening of shipping containers, noting that the height of stacked shipping containers is otherwise controlled in the land use consent conditions and any containers would be located behind the 3m landscape setback and outside of the 5m road boundary setback.



- v. **Car Park Landscaping:** In the District Plan 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. As such CGL seek deletion of this proposed CCC condition. 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.
 - vi. **Building Colour:** Ms Bruere's assessment does not consider that this is necessary mitigation and no other IG zones in the city adjoining rural zones contain such restrictions. CGL do not agree to this condition.
 - vii. **Vehicle Crossings:** The larger sized lots on Ryans Road (and Grays Road if amalgamated) may contain two vehicle crossings in compliant locations, with adequate separation distances under the District Plan Transport Rules. This may be the most efficient way to provide for heavy vehicle movement through a site. In terms of visual effects, deletion of this condition seeking to limit each site to a single crossing is supported by Ms Bruere's assessment.
118. At paragraph 138 of the s53 CCC Planning comments Mr White considers that if the recommended conditions are not included in the decision the adverse effects on rural character and amenity will be 'significant', including on those persons occupying 83, 95, 111, 191 and 211 Ryans Road and 60 Grays Road.
119. As noted above the application has now been amended to; ensure each site will only have a single road frontage sign next to the access and that signs are not located forward of the landscaping; require larger tree planting with a faster growth rate opposite residential units (identified by Mr White) and to introduce a 12m height limit opposite 60 Grays Road.
120. Overall, I remain of the opinion that the landscape and visual effects of the proposed industrial subdivision are assessed to be low-moderate (minor), with moderate effects on residents directly adjacent to the site (more than minor, but not significant). Accordingly, there are no adverse visual and landscape and impacts discussed above that reach the threshold of a "sufficiently significant adverse impact" such that they need to be taken into account in terms of an assessment under s85 of the FTAA2024.

CIAL Comments

121. CIAL also provided s53 comments on the landscape plans prepared by Ms Bruere at DCM Urban in relation to bird strike risk. Ms Bruere has considered and responded to these requests in her **Appendix 15** Memo Response, with expert Avifauna input from Ms Civil. In summary, her response to the CIAL landscape queries and concerns is as follows:
122. The proposal now utilises Stormwater360 Filterra Bioscape treatment devices instead of stormwater basins, resulting in the need to update the landscape plans. The filtration systems only allow the use of specific plant species as set out within the Stormwater360 'Filterra Plant Guide'. The only plant that is found in both the Filterra Plant Guide and Appendix 6.11.9 is *Dianella nigra*. Following discussions with Lizzie Civil, it was concluded that *Dianella nigra* would not be appropriate to mass plant within these areas as the berries



this plant grows are more attractive to birds than other grasses that are found within the Filterra Plant Guide (despite these other species not being one of the listed species in Appendix 6.11.9). Therefore, under guidance from Ms Civil, *Carex flagillifera*, *Carex testacea* and *Carex virgata* are proposed to minimise the risk of bird strike on this site. See updated landscape plans in **Appendix 16**.

123. A more detailed landscape plan has now been provided in **Appendix 16** (pages 27 - 30) showing the location of all planting, including street tree species, as well as a detailed set out of the 3m wide landscape buffer planting along Ryans and Grays Roads. Ms Bruere has worked closely with Ms Civil to select species that would be suitable in terms of bird strike risk. Species from Appendix 6.11.9 have been used where possible, however, most of these species are not ideal as street trees, and therefore, other species have been selected with approval from Ms Civil. The species selected for the buffer planting are all selected from Appendix 6.11.9 aside from the Green Leyland Cypress (*Cupressus x leylandii* 'Ferndown') which was requested by CCC to provide further screening to the development. CCC provided 3 different tree options, and Ms Bruere liaised with Ms Civil to select the most appropriate species to minimise bird strike risk.
124. I consider that Ms Bruere, in consultation with Ms Civil, has provided a thorough response to the landscape matters raised by CIAL.

CCC CONDITIONS

125. CGL's updated proposed land use and subdivision consent package is attached to the response as **Appendix 3**. As outlined in the proceeding assessment, there is still some disagreement (see red conditions in **Appendix 3** table) between the CCC and CGL on conditions relating to:
 - i. Transport;
 - ii. The Paparua Water Race; and
 - iii. Landscaping, signage and visual amenity.
126. CGL consider that these conditions as proposed by CCC are more onerous than necessary and should not be applied to the approval in accordance with s83 of the FTAA2024. In recognition that CGL and CCC are not going to agree on all the transport, water race and landscape/ visual amenity conditions, the fully re-drafted CGL set is in Appendix 3.
127. However, it is noted that a vast majority of the conditions relating to topics covered in this memo are agreed with CCC. In particular the three water infrastructure conditions are agreed in principle, and it is noted that CGL's Stormwater Engineer Mr O'Neill has been in regular contact with Brian Norton at CCC as the proposed changes to the system have been detailed. Where changes to the CCC Stormwater conditions are proposed, these are to reflect that the proposal is now for Stormwater360 Filterra Bioscape systems and any redundant references to basins, swales and soil absorption basins have been deleted.
128. As a final comment on the CCC conditions, I note that a number of the land use and subdivision consent conditions require further 'sign offs' (e.g. acceptance under the IDS/CSS, certifications, safety audits). There are several changes that have included



throughout the drafting to ensure consistency in these types of conditions and make reference back to the 'approved Capture and DCM plans' as explained below.

129. Given the level of technical input and detail now provided in the application plans, it is important that the later processes do not extend to reconsideration of conditions and plans approved through this fast-track process. For example, the detailed planting plans have been produced with expert avifauna input and in consideration of CIAL feedback. It would not be appropriate to revisit the street tree species without consideration of the technical reports and approved plans as part of a later Landscape acceptance under the Infrastructure Design Standard 2022 (IDS) and Construction Standard Specification (CSS) if these species aren't typically what CCC except in street plantings. In order to address this potential issue arising, a number of the conditions that required further 'sign offs' have been updated to contain a statement that the design details and reports provided for 'acceptance' should be in general accordance with the approved plans. An example is provided below:

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.
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 VWDG (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: 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.

130. For consistency the term 'accept' or 'acceptance' has been used where a further CCC 'sign off' is required prior to vesting under the IDS/ CSS for infrastructure/ subdivision matters as these terms are used in the documents. The term 'certify' has been used where conditions contain further details to be provided to CCC post issuing of the consent decision and that information provided by the applicant needs compliance with the condition verified/ validated (and does not involve a re-assessment of the effects).

CRC CONDITIONS

131. CGL's proposed consent conditions for the CRC consents are attached in **Appendix 4** to the response. As outlined above following meetings with CRC on 6 and 12 November 2025 to discuss culvert and contamination conditions in particular, and following further email correspondence on 19 and 24 November 2025, the condition package attached is now entirely agreed between CGL and CRC. An email from CRC confirming this is attached at the end of **Appendix 4**.

DOC CONDITIONS

132. As noted above the additional conditions requested by DOC have largely been adopted, with three minor clarification points suggested by the Applicant's ecologist and herpetologist, Mr Lachie Davidge (**Appendix 12**). It is noted that these amendments have not been recirculated to DOC for further feedback.



133. At the request of DOC, the conditions relating to lizard management are now incorporated into a separate set of conditions for DOC to administer. Other than the points of clarification noted above, the LMP and associated conditions are now agreed between the Applicant and DOC.


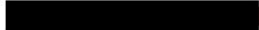
CIAL CONDITIONS

134. A summary statement on the CIAL requested conditions is provided by Mr Phillip's in Appendix 2.

CONCLUSION AND SUMMARY

135. The applicant has made further progress post s53 comments being received to reach agreement with CCC and CRC as detailed above. The conditions which are not agreed relate to transport, landscape and visual amenity and the water race.
136. Further progress has also been made in relation to bird strike hazards with further consultation with CIAL provided for within the conditions as the WHMP is finalised and certified.
137. As detailed above, the proposal is assessed as having no more than minor, or more than minor (but not significant) and acceptable actual or potential adverse effects on the environment in relation to the subjects covered in this memo.
138. Accordingly, there are no adverse impacts discussed above that reach the threshold of a "sufficiently significant adverse impact" such that they need to be taken into account in terms of an assessment under s85 of the FTAA2024.
139. The Ryans Road Industrial Development project is expected to deliver significant regional economic benefits while managing environmental effects to acceptable levels and generally aligning with the relevant planning instruments.
140. The project is consistent with the purpose of the FTAA2024, facilitating the delivery of infrastructure and development projects with significant regional benefits.
141. Overall, taking into account the purpose of the Act as the primary consideration, this assessment concludes that there is no basis to decline the approvals sought in this application.


Clare Dale

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