

Before the Expert Panel

FTAA-2504-1054

Under **Fast-track Approvals Act 2024**

In the matter of an application for approvals in relation to the Ryans Road Industrial Development

By **Carter Group Limited**
Applicant

Supplementary statement of evidence of Jeremy Phillips

23 February 2026

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Supplementary statement of Jeremy Phillips

Introduction

- 1 My name is Jeremy Goodson Phillips.
- 2 I am a Director and Senior Planner at Novo Group Limited and my qualifications and experience are set out in full in Appendix 36 to the substantive application, submitted on 15 August 2025.

Code of practice for expert witnesses

- 3 I have prepared this statement of evidence in my capacity as an expert, and I acknowledge that I have read and understand the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023. I have complied with it when preparing this statement of evidence. Other than where I state that I am relying on the evidence of another person, my evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

Purpose and scope of this supplementary evidence

- 4 I have been asked by the Applicant to prepare this supplementary statement of evidence in response to the supplementary submissions of Airways New Zealand (**Airways**) and Christchurch International Airport Limited (**CIAL**) dated 18 December 2025. My statement also addresses matters raised in the memoranda filed by Airways on 28 January 2026 and 16 February 2026, and by CIAL on 26 January 2026 and 16 February 2026.
- 5 My statement focuses on the planning implications of the aviation safety concerns raised by CIAL and Airways. In particular, it addresses how those matters are managed through the District Plan framework, the Civil Aviation Act 2023 (**CAAct**), and the proposed conditions of consent, informed by the expert aviation evidence filed on behalf of the applicant.
- 6 The scope of my evidence addresses:
 - (a) The advice obtained from the Civil Aviation Authority (**CAA**) at a meeting with them on 4 February 2026;
 - (b) The regulatory management of aviation safety matters, including by way of:
 - (i) the CAAct; and
 - (ii) the Christchurch District Plan (**CDP**).

- (c) The conditions of consent proffered to date by the applicant;
 - (d) The supplementary statements of evidence on behalf of the applicant addressing aviation safety, by: Dr Andrew Shelley (FenixUAS, 23/02/2026), Mr Geraint Bermingham (Navigatus, 23/02/2026), Mr Ben Hargreaves (L+R Airport Consulting, 20/02/2026), Mr Simon McPherson (Cyrrus, 17/02/2026), and Ms Lizzie Civil (PDP, 19/02/2026); and
 - (e) The updated conditions of consent now proposed by the applicant.
- 7 I also briefly address the National Policy Statement for Infrastructure (**NPS-I**) insofar as it is relevant to aviation safeguarding from a land-use planning perspective.

Engagement with the CAA

- 8 On 4 February 2026, Dr Andrew Shelley and I attended a meeting (online) with Mr Nick Jackson, Team Leader- Aeronautical Services of the CAA.
- 9 The purpose of the meeting was to better understand how the CAA Act and Civil Aviation Rules (**CARs**) apply to development proposed outside the boundary of a Part 139 certified aerodrome (Christchurch International Airport), and to clarify the CAA's role in relation to such development in the context of the Fast-track process.
- 10 Mr Jackson confirmed that the CAA was aware of the proposal, noting that aside from a brief exchange in August 2025, Panel Minute 9 had been brought to the CAA's attention. Mr Jackson acknowledged that further technical work had been undertaken since August 2025 by Cyrrus, Navigatus, PDP and L+R Airport Consulting, and that updated consent conditions had been prepared, but was clear that the CAA was not seeking to review or engage with the detail of that work at this stage, nor to form a technical view or position on the proposal through the Fast-track process.
- 11 Mr Jackson acknowledged that there was an apparent impasse between the applicant, CIAL and Airways, but did not indicate that the CAA intended to intervene or take an active role in resolving that disagreement.
- 12 Mr Jackson stated on several occasions that Cyrrus is regarded by the CAA as a highly credible and respected aviation consultancy and he referred to the Kowhai Park Solar Farm project, noting that the CAA had relied on Cyrrus' assessment (prepared on behalf of CIAL) in that case, notwithstanding concerns raised by Airways.

- 13 Mr Jackson confirmed that the CAA has a clear and active regulatory role in relation to activities occurring within the boundary of a Part 139-certified aerodrome. However, Mr Jackson confirmed that because the proposal is located outside the aerodrome boundary, the CAA's role in relation to development on private land is materially different. So whilst the CAA "definitely has an interest" in the proposal given its location, the legal scope for CAA involvement or intervention in relation to private landowners is limited and there was "not much CAA can do for the Fast-track process" itself.

Aeronautical studies and timing

- 14 Mr Jackson confirmed that where development occurs inside an aerodrome or on land controlled by an aerodrome operator, aeronautical studies are typically undertaken early. Where development occurs outside the aerodrome boundary, the CAA cannot require a private landowner to undertake a full aeronautical study, although an aerodrome operator could choose to undertake such a study voluntarily
- 15 He confirmed that an aeronautical study could be undertaken at a conceptual stage and does not necessarily require a fully detailed building design.
- 16 When asked why CIAL and Airways considered that a full aeronautical study was required prior to consent approval, Mr Jackson acknowledged that this is not a requirement under the CAA Act but stated that from the CAA's perspective, early and collaborative assessment between relevant parties was always preferable.
- 17 Mr Jackson clarified that aeronautical assessments undertaken as part of the CAR Part 77 process are materially different from the full aeronautical studies typically undertaken by aerodrome operators developing on their land.
- 18 He described the Part 77 assessment as a relatively brief, desktop exercise undertaken by a suitably qualified expert, typically on behalf of CAA, and involving consultation with Aeropath, Air New Zealand, CIAL and Airways. He confirmed that this process is distinct in scale and purpose from the aeronautical study being sought by CIAL and Airways.

Operation of Part 77 and typical outcomes

- 19 Mr Jackson described the Part 77 process as involving identification of whether a potential aviation hazard exists and determination of whether mitigation is required in response to any hazard identified.

- 20 He noted that typical issues relate to cranes, temporary construction activities, lighting and other short-duration effects, which are readily mitigated.
- 21 He stated that permanent buildings requiring directives under Part 77 are rare, largely because District Plan controls are generally conservative (and preclude such buildings in the first place) and developers are aware of height and obstacle limitations.

CAA's enforcement powers and aviation safety outcomes

- 22 Mr Jackson confirmed that if unanticipated and material aviation safety risks were to arise, the CAA has the power to impose constraints on aerodrome operations. In this regard, the regulatory framework functions as a fail-safe, ensuring that aviation safety outcomes are achieved even if issues emerge at a later stage.
- 23 Mr Jackson accepted that the critical question is whether material safety risks are likely to arise and acknowledged that the applicant's technical assessments conclude that such risks will not occur.

Engagement and collaboration

- 24 As noted above, Mr Jackson stated that the CAA's general advice to developers near aerodromes is to work collaboratively with aerodrome operators and Airways where possible and to the extent possible, including in the preparation of any aeronautical study.
- 25 He referred to the Health and Safety at Work Act 2015, noting the general obligation to eliminate or minimise risks so far as reasonably practicable, although he did not specify how that obligation applied as between developers and aerodrome operators in this context.
- 26 Mr Jackson expressed his view that "meaningful engagement" with CIAL and Airways had evidently not occurred to date, acknowledging that this reflected the constraints of the Fast-track process and whether greater engagement was needed to occur prior to Fast-track approval was ultimately a legal and planning question.

Summary of CAA engagement

- 27 Based on the meeting, Mr Jackson confirmed that:
- (a) the CAA has a clear and active role in relation to activities within an aerodrome;

- (b) the CAA has an interest in the proposal given its location, but its legal scope to intervene outside the aerodrome boundary is limited;
 - (c) the applicant's aviation experts are regarded as reputable and credible technical experts; and
 - (d) the CAA Act and CARs ultimately ensure aviation safety outcomes, including through Part 77 and, if necessary, operational constraints.
- 28 While the CAA would ideally prefer an aeronautical study including collaborative engagement to occur as early as possible, Mr Jackson did not express a view that such work must occur prior to Fast-track approval or resource consent, nor that aviation safety could not be managed through existing statutory processes post-approval.
- 29 From a planning perspective, the engagement with the CAA confirms that aviation safety is subject to ongoing and mandatory regulatory oversight under the CAA Act and CARs, and that the absence of a completed aeronautical study at the consent stage does not equate to unmanaged or unresolved aviation safety risk.

The Regulatory Management of Aviation Safety Matters

CAA Act and CAA Primacy

- 30 CIAL expressly acknowledges in its 18 December 2025 memorandum to the panel that aviation safety in New Zealand is governed by the CAA Act and administered by the CAA. This is consistent with the advice received from Mr Jackson at CAA as described above, and the evidence of Dr Shelley.
- 31 CIAL further accepts that CIAL, Airways and CAA perform distinct but complementary roles within the aviation safety framework, and that CAA is the independent statutory regulator responsible for aviation safety and security, and does not operate aircraft, provide aviation services, or pursue commercial objectives. Importantly, CIAL expressly accepts that:
- “...[CAA] exercises specialist expertise and independent judgment to assess aviation safety risk and determine whether proposed activities or changes to the operating environment are compatible with acceptable safety margins. This institutional separation between regulator and operator underpins the integrity, objectivity, and lawfulness of aviation safety decision-making.”
- 32 These acknowledgements are significant. They confirm that aviation safety determinations sit with the CAA and the Director of Civil Aviation, not with

regulated operators (such as CIAL or Airways) or with the planning authority although it is accepted that decision-makers have some obligation to consider aviation safety effects.

- 33 Despite acknowledging the primacy of the CAAct regime, CIAL and Airways do not engage with how that framework operates in practice to manage aviation safety risks arising from land use activities and the role of CAR Part 77, which applies to all persons, including private landowners.
- 34 As described in the supplementary evidence of Dr Shelley and Mr Birmingham, Part 77 is mandatory and requires notification of structures and activities that may affect navigable airspace and empowers the Director of Civil Aviation to impose binding and enforceable conditions or to prohibit activities where necessary to ensure safety.
- 35 Dr Shelley further explains that Part 77 complements the requirements under Part 139 for aerodrome operators and the associated obstacle limitation surfaces that afford protection to aerodromes. Given compliance with these surfaces, Dr Shelley states that *'by definition, the project will ensure safety from an aviation perspective and consistency with the purpose of the Act'*¹. Whilst planning instruments under the Resource Management Act 1991 (**RMA**) also typically impose these obstacle limitation surfaces, the CAAct provides the primary regulatory mechanism through which aviation safety effects of off-aerodrome development are assessed and managed and its procedures apply independently, and irrespective, of any approvals under the RMA or FTAA.
- 36 CIAL also repeatedly asserts the need for a full aeronautical study under AC139-15 prior to resource consent. However, Dr Shelley's evidence clarifies that AC139-15 is directed at aerodrome operators (not private developers) and as described above, Mr Jackson at CAA has confirmed that it is a requirement for activities inside the aerodrome fence, not beyond it. In the absence of any evidence as to why such a study is legally required of the applicant, why that is usual or expected in an RMA consenting process, or why Part 77 and targeted safeguarding assessments undertaken post resource consent are inadequate, I consider the evidence of the applicant's aviation experts demonstrates that aviation safety will be ensured accounting for both the particulars of the proposal and the regulatory framework that manages it.
- 37 Based on the advice of Mr Jackson and the supplementary evidence of Dr Shelley and Mr Birmingham I consider that the CAAct and CARs provide a

¹ Statement of Andrew Victor Shelley, Para 3.2

comprehensive framework intended to ensure ‘a safe and secure civil aviation system’ consistent with the purpose of the CAAAct.

Compliance with the District Plan aviation framework

- 38 Whilst Mr Jackson’s advice and the evidence of Dr Shelley and Mr Birmingham has explained why the CAAAct regulatory framework will ensure aviation safety, it is important to recognise that in terms of land use planning, the proposal complies with the CDP provisions that also seek to maintain aviation safety.
- 39 Specifically, the proposal is consistent and compliant with the following aviation-safety related provisions in the CDP:
- (a) CIAL’s designation, which is for ‘*Airport purposes*’ and also for the purpose of ‘*Restriction in respect of land and associated airspace for the purposes of a Runway End Protection Area (REPA), for the safe and efficient functioning of the Airport*²’.
 - (b) Aircraft protection provisions under subchapter 6.7 of the CDP, supporting an objective that ‘*Aircraft are able to safely and efficiently approach, land, take-off and depart from airports, airfields or helipads*³ and associated policies, including to ‘*Avoid or mitigate the potential effects of activities that could interfere with the safe navigation and control of aircraft, including activities that could interfere with visibility or increase the possibility of birdstrike*⁴. Methods that support this objective and its policies, which the proposal complies with, include:
 - (i) Aircraft protection surfaces;
 - (ii) Runway end protection areas (REPA); and
 - (iii) Bird strike management area rules.
 - (c) Lighting and glare standards; and
 - (d) Activity constraints, insofar that certain activities in certain locations are identified as being incompatible with airport operations (e.g., noise sensitive activities or activities exacerbating birdstrike risk).

² CDP, Chapter 10, Designation D Christchurch International Airport Limited

³ CDP, Objective 6.7.2.1

⁴ CDP, Policy 6.7.2.1.2

- 40 The CIAL designation and the aircraft protection objective and associated provisions summarised above give effect to and are consistent with the Strategic Directions of the CDP and the Canterbury Regional Policy Statement (**RPS**), including those provisions expressly recognising the importance of strategic infrastructure⁵. Moreover, such provisions have been implemented on the basis that they are consistent with, give effect to, and are the most appropriate means of achieving the purpose of the RMA and higher order statutory planning documents.
- 41 CIAL and Airways do not identify any specific District Plan provisions that are breached, nor do they explain why the existing planning framework is deficient. From a planning perspective, I consider this supports the conclusion in the AEE and in the evidence provided on behalf of the applicant that aviation safety effects are appropriately managed in a land use planning context by the proposal.

Conditions of Consent Proffered to Date

- 42 The application as lodged proposed consent conditions that explicitly aligned development with the aircraft protection and aviation safety provisions in the CDP as summarised above, and which otherwise reflected the expert assessments obtained and engagement with CIAL, Airways and CAA at that time. The AEE⁶ relevantly stated:

“208. To address potential effects on the safe and efficient operation of CIA and to avoid effects on aircraft safety, the general approach taken in the application is to comply with the status quo protections afforded to the airport by the District Plan provisions. This is reflected in the proposed package of consent conditions⁷.

209. In considering aircraft safety and the efficient operation of the CIA the applicant has engaged experts in avifauna, civil engineering (earthworks / dust), noise and lighting. In addition, they have also undertaken preliminary consultation with CIAL, Airways and CAA, acknowledging that some of these

⁵ For example, CDP objective 3.3.13 and CRPS objectives 5.2.1, 5.2.2 and 6.2.1.

⁶ https://www.fasttrack.govt.nz/_data/assets/pdf_file/0025/4858/CT-Ryans-Road-FT-AEE-20250320-AMENDED-FINAL_Redacted.pdf

⁷ The AEE noted that the only exception to this ‘full compliance’ approach was a non-compliance in relation to sizing of the proposed stormwater basins and their proximity to one another. However, this was subsequently amended, such that the proposal now complies with all aircraft protection and aviation safety related District Plan provisions.

parties may also be invited to comment on the application as part of the fast-track process”.

- 43 Comments on the application were subsequently provided by CIAL and Airways and were addressed in the applicant’s response to comments, as summarised in the memorandum I prepared dated 28 November 2025⁸. In that memorandum I relevantly stated:

“10. The proposal has been subject to comprehensive assessment regarding aviation safety, with particular attention to concerns raised by Airways and CIAL. The proposal fully complies with all relevant District Plan provisions (including airport protection surfaces) and will comply with Civil Aviation Rule Part 77 notification requirements. In response to stakeholder feedback, the applicant commissioned independent safeguarding studies from Cyrrus (UK), Navigatus (NZ), and L+R Airport Consulting (Australia), all of which concluded that the development will have minor and acceptable impacts on the aviation safety matters they assessed, provided that building heights, locations, and orientations adhere to modelled or recommended parameters. Site-specific controls and covenants are proposed to ensure ongoing compliance with these parameters, and robust consent conditions have been adopted to address navigation aids, radar, lighting, construction risks, and bird strike management.

11. CIAL’s additional concerns—including helicopter flight paths, emergency landing areas, construction-phase hazards, and future changes to ICAO obstacle limitation surfaces—have been addressed through updated management plans, technical assessments, and strengthened consent conditions. The applicant has removed stormwater basins, revised landscaping to minimise bird attractancy, and enhanced construction and wildlife hazard management plans in consultation with ecological experts. The changes requested by CIAL in section 5 of its comments and the responses by the applicant that largely adopt these requests are summarised in Attachment 1 to this memorandum.

12. Overall, the technical evidence and proposed conditions underscore a conclusion that the development will not result in significant adverse effects on aviation safety, and all identified risks are

⁸ https://www.fasttrack.govt.nz/_data/assets/pdf_file/0020/16355/Appendix-02-Planning-Memo-Response-Novo-Group-Jeremy-Phillips-28-November_Redacted.pdf

appropriately managed to an acceptable level. No aviation safety impacts 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”.

- 44 I continue to rely on and adopt those conclusions. In particular:
- (a) Aircraft protection and aviation safety is managed by the CDP objectives, policies and methods and the proposal and conditions fully adhere to these provisions;
 - (b) Additional conditions of consent have been proffered based on the expert assessments prepared on behalf of the applicant including the technical aviation-safety assessments provided in response to comments from CIAL and Airways;
 - (c) New or amended conditions of consent requested by CIAL in their comments have largely been adopted;
 - (d) In addition to the above, the proposal will comply with CAR Part 77 notification requirements and with the CAAAct framework that is intended to ensure a safe and secure civil aviation system.

Expert assessments

- 45 As set out above, expert assessments were obtained from aviation experts (Cyrrus (UK), Navigatus (NZ), and L+R Airport Consulting (Australia)) and PDP (regarding birdstrike) in response to comments received on the application.
- 46 Accounting for the further comments received from CIAL and Airways on 18 December 2025, 26 and 28 January 2026, and 16 February 2026 the applicant has sought further assessment from these experts. Further expert advice has also been sought from Dr Shelley on aviation safety and the aviation regulatory framework especially. This further assessment is detailed in paragraph 6(d) of this evidence.
- 47 I do not repeat in detail the findings of those individual assessments, but from a planning perspective I note in summary that they all conclude that aviation safety issues and risks have been evaluated to an appropriate standard, and that the assessments undertaken confirm that the development appropriately addresses aviation safety through the conditions of consent proposed and through adherence to CAAAct obligations. This is summarised by Dr Shelley who states:

“3.2 Most of the Ryans Road project can be developed without triggering any notification requirements imposed under the Civil Aviation Act 2023 and its regulatory instruments, so by definition, the project will ensure safety from an aviation perspective and consistency with the purpose of the Act.

3.3 Those portions of the development that require notification to the CAA will be subject to standard notification, assessment and determination procedures under Civil Aviation Rule Part 77 and such development must comply with any conditions imposed by the Director of Civil Aviation. As such, there is no aviation safety reason why the development should not be consented to under the Fast Track Approvals Act 2024. I note that a consent condition is proposed by the applicant making it clear that the appropriate notifications will be made and determinations obtained prior to construction commencing and I support that condition.

3.4 Notwithstanding the points above, the applicant has evaluated aviation safety risks to an appropriate standard by accounting for and complying with District Plan regulatory controls and protection surfaces; engaging with CIAL and Airways; and commissioning expert advice on relevant aviation safety issues and risks. They have adopted consent conditions and development constraints that provide surety as to such matters. On this basis, essential aviation safety requirements are met and no residual issues of significance should affect CIAL or Airways and their obligations under CAR Parts 139, 171 and 172”.

Updated consent conditions

- 48 The conditions of consent proffered by the applicant in their response to comments (on 28 November 2025) have been further refined accounting for the evidence detailed in paragraph 6(d) of this evidence and the meeting with CAA on 4 February 2026.
- 49 The updated suite of conditions is included as **Appendix 1** to this statement of evidence, with amendments shown in blue text to denote the changes proposed. The following section of my evidence summarises the changes to these conditions.

Land Use Condition 21A

- 50 New condition 21A replaces an advice note to explicitly require the applicant to obtain CAR Part 77 determinations prior to construction,

disclose any determination to CCC, CIAL and Airways, and adhere to any determination. The condition also allows the Council to review any conditions of consent to ensure consistency with a determination by the CAA.

Land Use Condition 21B

- 51 New condition 21B requires the appointment of a suitably qualified and authorised aviation contact person(s) to be available at all times during construction and operation of the project. This condition establishes a proactive method for responding to any aviation safety concerns arising, and reporting, resolving and notifying any incidents arising. It is proposed as a proportionate, practical and real-time risk management measure that does not duplicate CAA processes.

Land Use Condition 21C

- 52 New condition 21C proposes a post-approval aviation risk assessment, despite Dr Shelley's evidence that this *"is over and above anything that developers are legally required to conduct. In my view, this is overly precautionary and not necessary"*⁹.
- 53 Notwithstanding, Condition 21C is proffered to provide a structured, proportionate mechanism for identifying and managing any residual aviation safety risks associated with the consented development that are not already addressed by consent conditions or by the CAA and CARs. It requires a scoped aviation risk assessment, informed by early CAA input and meaningful engagement with key aviation stakeholders, while making clear that agreement or regulatory endorsement is not required. The condition is intended to provide for the early identification and mitigation of any residual risks that are within the consent holder's control to manage, without duplicating or constraining the mandatory Part 77 process, the statutory authority of the Director of Civil Aviation or the conditions of consent otherwise imposed.
- 54 Whilst residual aviation safety risks are not anticipated to arise, based on the evidence of the aviation experts, this condition provides an opportunity for CIAL and Airways to raise any concerns and requires due consideration of those concerns, prior to construction commencing.

Land Use Condition 21 (h) and (i)

⁹ Statement of Andrew Victor Shelley, Para 8.10(f).

- 55 New conditions 21(h) and (i) require that covenants be registered on the titles of Lots 1 – 126 to secure ongoing compliance with Condition 21A and 21B respectively.

Other Changes

- 56 Condition 2 has had advisory wording added to clarify that the term ‘consent holder’ applies to any person relying on and exercising the consent, including for example, the land developer, the developer of building(s) and/or persons undertaking activities in reliance on the consent.
- 57 Condition 7F has been amended to remove clauses (a)-(d) which may be inconsistent with requirements under CAR Part 77. The amended condition requires temporary cranes, masts or other construction plant to comply with relevant protection surfaces ‘except where authorised by the Civil Aviation Authority under Civil Aviation Rule Part 77’.
- 58 Subdivision condition 109 is proposed to be amended in response to the updated memorandum from Ms. Civil regarding wildlife hazard management and birdstrike. Whilst the draft wildlife hazard management plan (WHMP) includes a stated purpose, the condition has been amended to now explicitly specify the purpose of the WHMP within the condition itself. The condition now states *“The purpose of the WHMP is to ensure that the development will not increase the existing level of bird strike risk at Christchurch International Airport”*.

Summary

- 59 Taken together, the updated conditions in **Appendix 1** are clear, enforceable, and proportionate. They limit development to the parameters assessed by the experts, require reassessment if those parameters are exceeded, and align implementation of the project with mandatory CAAAct processes. In my opinion, they provide an appropriate and robust planning response to aviation safety matters.

The National Policy Statement for Infrastructure (NPS-I).

- 60 Consistent with the assessment appended to the CIAL memorandum filed with the panel on 16 February 2026¹⁰, I agree that the NPS-I recognises the importance of enabling the safe and efficient operation of nationally and regionally significant infrastructure, including airports. I do not agree that

¹⁰ Assessment of the NPS-I by Kirsty O’Sullivan and John Kyle (Mitchell Daysh).

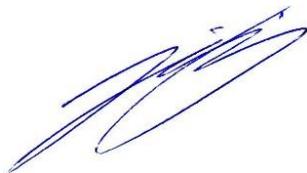
policy 10 and 11 are relevant in this instance, noting those provisions apply to decisions on planning instruments, not resource consents.

- 61 Regardless, even if Policy 10 and 11 were relevant, from a planning perspective, the proposal does not compromise the functioning or future operation of Christchurch International Airport. The unchallenged expert aviation evidence confirms that aviation safety effects are acceptable and manageable.
- 62 In that context, the proposal is consistent with the enabling intent of the NPS-I while appropriately managing potential effects on infrastructure.

Conclusion

- 63 In conclusion, aviation safety is primarily addressed through the CAA Act and the CARs, supported by land-use planning controls in the Christchurch District Plan.
- 64 The proposal complies with those planning controls, is supported by comprehensive and unchallenged expert aviation evidence, and is subject to consent conditions that further reinforce alignment with the aviation regulatory framework.
- 65 From a planning perspective, I consider the aviation safety effects of the Ryans Road Industrial Development are acceptable.

Dated: 23 February 2026



Jeremy Phillips

Appendix 1: Updated Consent Conditions



APPENDIX 3: RYANS ROAD INDUSTRIAL DEVELOPMENT- APPLICANT SECTION 55 RESPONSE

FAST-TRACK CONDITIONS - CCC CONSENTS AND DOC WILDLIFE APPROVAL

UPDATED 19/2/2026

The land use, subdivision and wildlife approval consent conditions below form a revised set of conditions proposed by the Carter Group Limited (CGL) in response to the Section 53 (s53) comments received from Christchurch City Council (CCC), Selwyn District Council (SDC) the Department of Conservation (DOC), Christchurch International Airport Limited (CIAL) and Airways Corporation NZ Ltd (Airways). The conditions in column one are based on those in Appendix 16 of the CCC s53 Response (not an earlier version provided by the applicant).

As comments have been received from a number of parties it is not possible to provide a single track changed copy of the conditions previously offered by the applicant and track changed by CCC in their s53 comments. Instead, the below lists the applicant's proposed Section 55 (s55) Response wording in the first column and notes in the second column whether these are unaltered from the applicants or CCC's previous set or if changed, which comments the change is made in response to.

Part 1: Christchurch City Council Land Use Consent Conditions

Part 2: Christchurch City Council Subdivision Conditions

Part 3: DOC Wildlife Approval Conditions – Lizards

Column 1: Applicant's Proposed Conditions – Section 55 Response	Column 2: Summary of Section 53 Comments and Response to Changes Requested
<p>Note: Green cells indicate the condition wording is agreed between CGL and CCC with no changes from CCC's Appendix 16 conditions in response to s53 comments.</p> <p>Note: Orange cells indicate the condition wording has been changed (red text) from CCC's Appendix 16 conditions in response to the s53 comments received from CRC, SDC, DOC, CIAL or Airways and provides reasons for the changes.</p> <p>Note: Red cells indicate the wording is not agreed between CGL and CCC, and explains why.</p> <p>Note: Blue text indicates new or amended wording for conditions, as at 19 February 2026.</p>	

Part 1: Christchurch City Council Land Use Consent Conditions

1.	<p>Except where varied by the conditions of this consent the development must proceed in general accordance with the information and plans submitted with the application (section 55 response November 2025), including the Capture Land Development Scheme Plans (Revision G) and DCM Urban Landscape and Building Height plans dated 27 November 2025.</p> <p>Advice note: This resource consent will lapse five years from the date of this decision unless it is given effect to (i.e. the activity is established) before then. Application may be made under Section 125 of the Resource Management Act 1991 to extend the period for giving effect to the resource consent, and this must be submitted and approved prior to the consent lapsing.</p>	<p>Original applicant condition. Condition wording agreed between CGL and CCC.</p>
2.	<p>The Consent Holder, and all persons exercising this consent, must ensure that all personnel undertaking activities authorised by this consent are made aware of, and have access to, the contents of this consent decision, conditions, covenants and relevant management plans, prior to the commencement of the works. A copy of these documents must also remain on-site through the duration of the works.</p>	<p>Original applicant condition, updated to include covenants. Condition wording agreed between CGL and CCC. An advice note has been added to this condition to clarify that conditions referring to the 'consent holder' may apply to the developer of the subdivision and/or individual buildings/activities within it, as the case may be.</p>



	For the avoidance of doubt, the term 'consent holder' as used in this condition and any other conditions of this consent shall apply to persons relying on and exercising this consent in relation to land development, comprehensive development of sites, or the development and subsequent use of individual sites, buildings and/or activities.	
3.	All earthworks associated with the creation and formation of the subdivision must be carried out in accordance with the conditions of subdivision consent.	Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
Activity Conditions on Lots 1 – 126 and Built for Standards for Lots 1 – 57 and 61 – 126		
4.	<p>a. Excepted as modified below in b. and c., the future development of lots 1-126 for industrial uses must comply with the District Plan Activity Standards for the Industrial General Zone at rule 16.4.1.1 Permitted activities attached as [Appendix XX] to this decision.</p> <p>b. Specifically excluded/ not provided for activities on these lots are the following (as defined in the District Plan):</p> <ul style="list-style-type: none"> i. Residential Activities / Residential Units (including for management / security purposes), ii. Education Activities, iii. Service Stations, iv. Yard based landscape/ garden suppliers, including activities that involve the outdoor storage, stockpiling, or sale of materials likely to attract birds including soil, mulch, or compost, v. Heavy Industrial Activities (Fish Processing or Packing Plants and Abattoirs or Freezing Works). <p>c. Notwithstanding condition 4 a. above, any activities that would generate any of the following effects are not authorised by this consent on land on Lots 123-126 subject to Designation D1:</p> <ul style="list-style-type: none"> i. Mass assembly of people; ii. Release of any substance which would impair visibility or otherwise interfere with the operation of aircraft including the creation of smoke, dust and steam; iii. The use or storage of hazardous substances exceeding the quantities permitted within the underlying zone (RuUF); iv. Production of direct light beams or reflective glare which could interfere with the vision of a pilot, excluding reflections or lights from motor vehicles; v. Production of radio or electrical interference which could affect aircraft communications or navigational equipment; and vi. Attraction of birds, including waterbodies (including swales or retention basins for the management of storm water). 	<p>Condition changed from CCC Appendix 16 back to applicants' original condition with additions to address comments from CIAL.</p> <p>While CCC's comments that some of the activities listed in b i. – v are not provided for in 16.4.1.1 Permitted activities so can be deleted are understood, these activities have been singled out and listed as they are particularly sensitive in terms of CIAL operations and CIAL have specifically requested the inclusion of condition b. in their comments.</p> <p>CIAL's request for part c. to be added to this condition in relation to the designation have also been adopted.</p>
5.	<p>Built Form Standards</p> <p>The future development of lots 1 – 58 and 61 - 126 must comply with the Built Form Standards in Rule 16.4.2 - Industrial General Zone attached as [Appendix XX] to this decision; except that:</p> <ul style="list-style-type: none"> a. The minimum building setback from Grays Road and Ryans Road shall be 5m. b. Where there is any conflict between the general requirements in Condition 5 and the more specific requirements in Condition 6 or Condition 7, the more restrictive limit prevails. <p>Note: See building height condition below in 7.</p>	<p>Condition a updated to reflect amendments made to the DCM landscape plans that now require a 3m planting strip along the road boundary and a further 2m building setback from the planting to allow space for trees to grow. A total setback of 5m from the road boundary is now proposed.</p>



<p>6. Lot Specific Building Controls</p> <p>a. Lots 121 and 122 (Air navigation equipment mitigation):</p> <ul style="list-style-type: none">i. The west and north facing facades of any buildings on Lot 121 and 122 shall have the same orientation detailed on the DCM Urban drawing titled '2024_051 Carter Group 104 Ryans Road - Building Heights D' page [xxx] of the Approved Capture Land Development Scheme Plans.ii. Where any building or buildings are proposed that do not comply with the parameters in clause (i) of this condition, such buildings may only be constructed if a technical safeguarding assessment, undertaken by a suitably qualified and experienced professional, confirms that the effects on air navigation equipment will be of an acceptable standard, having regard to the findings of the Cyrrus Limited report titled 'Technical Safeguarding Assessment of Air Navigation Equipment, Ryans Road Industrial Development, Christchurch' dated 18 November 2025. <p>b. Lot 121 (Wind shadowing mitigation):</p> <ul style="list-style-type: none">i. Buildings and structures shall not exceed 16m in height.ii. At least 70% of the total footprint of building(s) shall be located within the southern half of the lot, as shown on the approved site plan referenced [xxx].iii. Buildings and structures shall have maximum floor plan dimensions of: 125m x 80m, or 100m x 100m, or 80m x 125m (width, depth). <p>c. Lot 122 (Wind shadowing mitigation):</p> <ul style="list-style-type: none">i. Buildings and structures shall not exceed 20m in height.ii. At least 70% of the total footprint of building(s) shall be located within the southern half of the lot, as shown on the approved site plan referenced [xxx].iii. Buildings and structures shall have maximum floor plan dimensions of: 100m x 140m (width, depth). <p>d. Lot 58 (Air navigation equipment mitigation):</p> <ul style="list-style-type: none">i. Activities and buildings shall be limited to buildings of 3.5m or 4.5m maximum height in accordance with the DCM Urban drawing titled <i>Indicative Building Footprint Plan no: 2024_052/001 revision: D</i>. <p>e. Lots 59 and 60 (Air navigation equipment mitigation and no build zone):</p> <ul style="list-style-type: none">i. There shall be no buildings on Lots 59 and 60 in accordance with the DCM Urban drawing titled <i>Indicative Building Footprint Plan no: 2024_052/001 revision: D</i> and Capture drawing RCPG123. <p>Advice note: <i>On-going compliance with this condition shall be ensured by way of a covenant pursuant to section 1082(d) of the RMA registered against the Computer Freehold Register to issue for each lot (as detailed below) of the subdivision.</i></p>	<p>Condition 6 inserted to implement the findings of the Cyrrus, Navigatus and L+R assessments.</p>
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7.	<p>Building Height:</p> <p><u>Interpretation and advice notes</u></p> <p>A. Interpretation</p> <p>For the purposes of Condition 7:</p> <ol style="list-style-type: none"> “Protection surfaces” are as shown on Capture drawings RCPG120, RCPG121, RCPG122, RCPG123, and RCPG125 (together, <i>the Airport Safeguarding Set</i>) attached and marked as [insert reference]. Advice note: The Airport Safeguarding Set corresponds, in part, to the Christchurch District Plan provisions in Sub-chapter 6.7 (Aircraft Protection). Those provisions continue to apply to all activities authorised by this consent. Particular attention is drawn to prohibited activities under Rules 6.7.4.1.6 PR1 and 6.7.4.2.6 PR1–PR4. Advice note: Capture drawings RCPG130, RCPG131, RCPG132, and RCPG135 are included for guidance as to the height limits relative to existing ground levels imposed by the Airport Safeguarding Set and are not for the purposes of validating building height under condition 7D or determining compliance with Rules 6.7.4.1.6 PR1 and 6.7.4.2.6 PR1–PR4. “Road boundary” means the legal road boundary of Ryans Road or Grays Road respectively. For the avoidance of doubt, any references in this condition to ‘building’ or ‘structure’ shall be deemed to include shipping containers and/or stacks of materials. Where there is any conflict between the general requirements in Condition 5 and the more specific requirements in Condition 6 or Condition 7, the more restrictive limit prevails. <p><u>Building height – general envelope</u></p> <p>B. Airport protection surfaces (primary control)</p> <ol style="list-style-type: none"> No building, structure, vegetation or utility (including any part thereof) shall penetrate the airport protection surfaces shown on the Capture drawings RC-PG120, RC-PG121, RC-PG122, RC-PG123, and RC-PG125. No buildings shall exceed the maximum heights and maximum widths shown on the drawing titled ‘2024_051 Carter Group 104 Ryans Road - Building Heights D’ page xx of the Approved Plans’ Where any building or buildings are proposed that do not comply with the parameters in clause (7Bb) of this condition, such buildings may only be constructed if a technical safeguarding assessment, undertaken by a suitably qualified and experienced professional, confirms that the effects on air navigation equipment will be of an acceptable 	<p>Condition A.e. has been inserted in order to adopt CCC’s request that controls on the heights of buildings also include shipping containers and material stacks.</p> <p>Condition B has been amended, in accordance with the changes requested by CIAL and to incorporate the recommendations from the Cyrrus report.</p> <p>Previous Conditions F and G (addressing building generated wind shear and turbulence (BGWT)) have been deleted, accounting for the further assessment undertaken by Navigatus Consulting as reviewed/endorsed by L&R Airport Consulting, confirming that the proposal will not result in BGWT effects that require control, other than in respect of Lots 121 and 122 which are now addressed by condition 6.</p> <p>New Condition F (previously condition H) was previously amended, in accordance with the changes requested by CIAL. However, accounting for the evidence of Dr Andrew Shelley and noting that CAR Part 77 specifically manages these types of structures, the condition has been revised to require adherence to any CAA determination.</p> <p>References to condition 6F have been retained, as relevant.</p>



standard, having regard to the findings of the Cyrrus Limited report titled 'Technical Safeguarding Assessment of Air Navigation Equipment, Ryans Road Industrial Development, Christchurch' dated 18 November 2025 .

C. Base zone height (secondary control)

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

- a. Within 10 m of the Ryans Road road boundary, the maximum height shall be 12 m.
- b. Within 10 m of the Grays Road road boundary on Lots 68-70 (only), the maximum height shall be 12 m.

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

- a. At the time of building consent submission, the Consent Holder shall provide to the Council's Resource Consents Manager (or nominee) ground level, floor level and building height levels in sufficient detail to confirm compliance with Condition 7.
- b. Prior to the building consent inspection of foundations for any building/structure/utility, the Consent Holder shall provide to the Council's Resource Consents Manager (or nominee) a Building Location & Level Certificate prepared by a Registered Surveyor, certifying compliance with Condition 7.
- c. Prior to applying for code compliance certification for any building/structure/utility, as built certification by a Registered Surveyor shall be provided to the Council's Resource Consents Manager (or nominee) confirming the works as constructed comply with Condition 7.

E. Ongoing notice on titles (covenant)

Ongoing compliance with condition 7 shall be ensured by way of a covenant pursuant to section 1082(d) of the RMA being registered against the Computer Freehold Register to issue for each lot (as detailed below) of the subdivision.

Temporary penetrations and construction plant

F. Temporary cranes and construction plant

Temporary cranes, masts and other construction plant (including any part thereof) shall not penetrate the airport protection surfaces shown on the Capture drawings RC-PG120, RC-PG121, RC-PG122, RC-PG123, and RC-PG125 except where authorised by the Civil Aviation Authority under Civil Aviation Rule Part 77, and unless:

- ~~a. A temporary works management plan addressing heights, locations, durations, lighting, and notification protocols is prepared. [Advice note: Such a plan should be prepared in accordance with Christchurch Airport's "Requirements for Working at the Airport" document]; and~~
- ~~b. Airport operator consent is obtained from Christchurch International Airport Limited; and~~



	<p>e. Civil Aviation Authority (CAA) authorisation is obtained under Civil Aviation Rule Part 77; and</p> <p>d. Temporary cranes, masts or other construction plant are established and operated in accordance with all requirements specified in clauses a. – c. of this condition.</p>	
Built Form Conditions on Lots 58 - 60		
	Deleted.	Deleted, noting constraints on built form for lots 58-60 (addressing Airways / CIAL requirements especially) are now incorporated into conditions 6 and 7. Deletion agreed with CCC.
	Deleted.	Deleted, noting constraints on built form for lots 58-60 (addressing Airways/ CIAL requirements especially) are now incorporated into condition 5. Deletion agreed with CCC.
Other General Development Conditions – Noise, Outdoor Lighting, Aircraft Protection, Signs, Earthworks, Landscaping		
8.	<p>Noise</p> <p>a. Future development of lots 1 – 126 for industrial purposes must comply with the District Plan noise rules in 6.1.4 General Noise Rules and 6.1.5 Zone Specific Noise Rules attached as [Appendix XX] to this decision.</p> <p>b. The noise standards for the Industrial General Zone apply to lots 1 – 126.</p> <p>Note for clarity: The zone noise standards specified in Rule 6.1.5 require the noise received at the point of measurement comply with the receiving zone standard, not the generating zone.</p>	<p>Updated to reflect CCC new advice note on interpretation in their Appendix 16.</p> <p>Condition wording agreed between CGL and CCC.</p>
9.	<p>Glare</p> <p>a. Future development and construction activities on Lots 7 – 126 for industrial purposes must comply with the District Plan Glare rules in 6.3.4.1 Permitted activities Control of Glare attached as [Appendix XX] to this decision.</p> <p>b. For the future development of Lots 7 - 126 for industrial purposes a site-specific lighting plan and assessment prepared by a suitably qualified lighting engineer must be submitted to CCC for certification prior to issue of any building consent to demonstrate compliance with NC1 and NC2 as follows:</p> <p>i. Within 500m of the threshold of a runway at Christchurch International Airport, those being lots or specific portions of lots 92, 109, 110, 111, 112, 113, 114, 115, 121, 122, 123 and 124 (as shown on the Capture Land Development Plans November 2025) any activity will not result in greater than 2.5 lux spill (horizontal or vertical) on to any land outside of the Specific Purpose Airport Zone.</p> <p>ii. For lots 7 - 126 assessment against NC2 to ensure non-aeronautical ground lights do not shine above the horizontal.</p> <p>Advice note: On-going compliance with this condition (b) shall be ensured by way of a covenant pursuant to section 1082(d) of the RMA registered against the Computer Freehold Register to issue for each lot (as detailed below) of the subdivision.</p>	<p>Amended to address CIAL’s comment and Appendix 1 conditions about the need to only refer to ‘permitted activities’ in condition 8a.</p> <p>Amend to address CIAL’s comment regarding the lighting plans and assessment required by condition 8 b. at time of building consent to be ‘certified’ by CCC.</p> <p>Amended in accordance with CCC comments to change reference from ‘consent notice’ to ‘covenant’ to reflect this is being imposed via a land use consent condition rather than a subdivision condition.</p>
10.	<p>Construction Lighting</p> <p>No construction activities on Lots 1-126 requiring external artificial lighting may occur during the hours of darkness, except where:</p>	Amended to address CIAL’s comments and requested amendments as detailed in Appendix A to its comments and advice note inserted regarding a covenant to alert future lot purchases.



	<ul style="list-style-type: none"> i. A temporary works management plan addressing construction lighting and notification protocols is prepared. [Advice note: Such a plan should be prepared in accordance with Christchurch Airport’s “Requirements for Working at the Airport” document]; and ii. Airport operator consent is obtained from Christchurch International Airport Limited; and iii. Civil Aviation Authority (CAA) authorisation is obtained under Civil Aviation Rule Part 77; and iv. Construction lighting is operated in accordance with all requirements specified in clauses i-iv. of this condition. <p>Advice note: On-going compliance with this condition shall be ensured by way of a covenant pursuant to section 1082(d) of the RMA registered against the Computer Freehold Register to issue for each lot (as detailed below) of the subdivision.</p>	
11.	<p>Control of Light Spill</p> <p>a. Future development and construction activities on lots 1 – 126 for industrial purposes must comply with the District Plan Light Spill rules in 6.3.5.1 Permitted Activities Control of Light Spill and 6.3.6 Light Spill Standards by Zone for Industrial zones (permitted lux spill horizontal or vertical 20 Lux) attached as [Appendix XX] to this decision.</p> <p>Note for clarity: The light spill standards specified in Rule 6.3.5.1 require the light spill received at the point of measurement comply with the receiving zone standard, not the generating zone.</p>	Amended to address CIAL’s comment and Appendix 1 conditions about the need to only refer to ‘permitted activities’ in condition 9.
12.	<p>Lighting within 500m runway threshold</p> <p>Future development and construction activities within 500m of the threshold of a runway at Christchurch International Airport, those being lots or specific portions of lots 92, 109, 110, 111, 112, 113, 114, 115, 121, 122, 123 and 124 (as shown on the Capture Land Development Plans), must comply with the following:</p> <ul style="list-style-type: none"> a. No illuminated signage shall be installed within 500m of the runway. b. There shall be no loading areas within 500m of the runway operating outside daylight hours to avoid the need for yard lighting. c. Parking areas within 500m of the runway must be lit to PR4 standard (>1.3lux average, <2.5lux max). <p>Advice note: On-going compliance with this condition shall be ensured by way of a covenant pursuant to section 1082(d) of the RMA registered against the Computer Freehold Register to issue for each lot (as detailed below) of the subdivision.</p>	<p>Amended to address CIAL’s comments and Appendix 1 conditions.</p> <p>In relation to the CIAL comment, that some but not all of the recommendations contained in the Phase 2 mitigation measures (section 4.2.2 of the Pedersen Read Lighting Report) have been included in this condition, it is noted that the Pedersen Read report is clear that these are examples of the types of mitigation that might be required to achieve compliance. Applicants lighting engineers may not need to propose all of these measures and this is why condition 8. b. i. is proposed to ensure compliance is achieved.</p> <p>The purpose of this condition is to single out particular activities that may not otherwise be picked up as part of a building consent application.</p>
13.	<p>Aircraft Protection</p> <p>Future development and all structures and activities relating to construction on lots 1 – 126 must comply with the District Plan Aircraft Protection permitted activity rules in 6.7.4 of the Christchurch District Plan, including:</p> <ul style="list-style-type: none"> i. 6.7.4.1.1 Protection Surfaces, ii. 6.7.4.2.1 Runway End Protection Surfaces, iii. 6.7.4.3.1 Bird Strike Management Areas, and 	Amended to address CIAL’s comments and requested amendments as detailed in Appendix A to its comments and advice note inserted regarding a covenant to alert future lot purchases.



	<p>iv. 6.7.4.4 Protection Surfaces for Christchurch International Airport attached as [Appendix XX] to this decision.</p> <p>Advice note: On-going compliance with this condition shall be ensured by way of a covenant pursuant to section 1082(d) of the RMA registered against the Computer Freehold Register to issue for each lot (as detailed below) of the subdivision.</p>	
<p>14.</p>	<p>Signs</p> <p>Any signs part of the future industrial development of lots 1 – 126 must comply with the District Plan Sign Rules in 6.8.4 attached as [Appendix XX] to this decision, as if the site were zoned Industrial General (not Rural Urban Fringe). Except that:</p> <p>a. There shall be no LED/ Digital Signs or Billboards permitted by this consent, and</p> <p>b. Freestanding signs shall not be located within or forward of the 3m wide landscape strip on the Grays Road and Ryans Road frontages, other than a single free-standing sign in association with the vehicle/ pedestrian access to the site.</p> <p>Note: Illuminated signs will need to meet the glare and light spill requirements of Conditions 9 and 11 above.</p>	<p>The applicant does not accept additional conditions 13A and 13B proposed by CCC in relation to the location, size, height and illumination of signs for the reasons set out in the response memo provided by DCM Urban and below:</p> <ul style="list-style-type: none"> • In terms of freestanding sign location, it is accepted that numerous signs should not be located within or forward of the 3m wide landscape strip as this will reduce the effectiveness of the visual mitigation. However, a single freestanding sign associated with each vehicle/ pedestrian access as per the IG sign rules should be provided for to allow for site/ business identification. • Limitations on the size of building mounted signage are not considered necessary. The interface between the RuUF zone and IG zone occurs in several locations across the city and the sign rules do not provide limitations for IG sites opposite rural zones. • Given that any illuminated signs will need to meet the glare and light spill conditions above for the zone at the rural boundary and the airport lighting conditions which are more restrictive than zone rules, further limitations on illumination is not necessary.
<p>15.</p>	<p>Earthworks</p> <p>Any earthworks for the future development of lots 1 – 126 undertaken in accordance with Rule 8.9.2.1 of the District Plan attached as [Appendix XX] to this decision, shall apply as if the site were zoned Industrial General (not Rural).</p>	<p>Updated to reflect CCC text amendments in their Appendix 16.</p> <p>Condition wording agreed between CGL and CCC.</p>
<p>16.</p>	<p>Any change in ground levels must:</p> <p>a. not cause a ponding or drainage nuisance to neighbouring properties.</p> <p>b. not affect the stability of the ground or fences on neighbouring properties and maintain existing drainage paths for neighbouring properties (if applicable).</p>	<p>Updated to reflect CCC new condition in their Appendix 16.</p> <p>Condition wording agreed between CGL and CCC.</p>
<p>17.</p>	<p>Landscaping</p> <p>Landscaping within Lots 1 – 126 (except for the 3m wide landscaping strip on Ryans Road and Grays Road, installed as part of the subdivision), shall be limited to the plant species in District Plan Appendix 6.11.9 Plant Species for Water Bodies and Stormwater Basins in the Bird strike Management Area in Appendix 6.11.7.5.</p>	<p>New condition to address CIAL concern about future landscaping on individual lots becoming a bird attractor once on sold.</p>
<p>Transport Conditions</p>		
<p>18.</p>	<p>Future development of lots 1 – 126 for industrial purposes must comply with the District Plan Activity Status Tables – Transport in rule 7.4.2 attached as [Appendix XX] to this decision.</p>	<p>Original applicant condition.</p> <p>Condition wording agreed between CGL and CCC.</p>
<p>19.</p>	<p>Future development of lots 1 – 126 for industrial purposes must comply with the District Plan Transport Standards in rule 7.4.3 and Appendices in 7.5 attached as [Appendix XX] to this decision.</p>	<p>Updated to reflect CCC new condition in their Appendix 16.</p> <p>Condition wording agreed between CGL and CCC.</p>



20.	<p>Except for site development works, no activities enabled by this consent shall establish and/or operate until such time as the speed limit on the adjoining sections of Ryans Road and Grays Road is reduced to 60km/h or lower.</p> <p>Advice note: Any speed reduction review of Ryans Road and Grays Road shall be initiated by the consent holder and all costs associated with the process shall be borne by the consent holder.</p>	<p>Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.</p>
Avifauna Ongoing Management – Wildlife Hazard Management Plan (WHMP)		
	Deleted.	Deleted and moved to subdivision consent conditions as per CCC recommendation.
	Deleted.	Deleted and moved to subdivision consent conditions as per CCC recommendation.
Covenants		
21.	<p>The following covenants pursuant to 108 2(d) of the Resource Management Act 1991 will be issued by the Council:</p> <p>a. Condition 6 Lot Specific Building Controls: Covenants shall be registered on the Computer Freehold Register of lots 58, 59, 60, 121 and 122 (as relevant) to secure ongoing compliance with Conditions 6(a) – (e) (as applicable to future buildings).</p> <p>b. Condition 7 Building Height: Covenants shall be registered on the Computer Freehold Register of Lots 1 – 126 to secure ongoing compliance with Condition 7 (as applicable to future buildings).</p> <p>c. Condition 9 Glare: For the future development of Lots 7 - 126 for industrial purposes a site-specific lighting plan and assessment prepared by a suitably qualified lighting engineer must be submitted to CCC for certification prior to issue of any building consent to demonstrate compliance with NC1 and NC2 as follows:</p> <ol style="list-style-type: none"> i. Within 500m of the threshold of a runway at Christchurch International Airport, those being lots or specific portions of lots 92, 109, 110, 111, 112, 113, 114, 115, 121, 122, 123 and 124 (as shown on the Capture Land Development Plans) any activity will not result in greater than 2.5 lux spill (horizontal or vertical) on to any land outside of the Specific Purpose Airport Zone. ii. For lots 7 - 126 assessment against NC2 to ensure non-aeronautical ground lights do not shine above the horizontal. <p>d. Condition 10 Construction Lighting: No construction activities on Lots 1-126 requiring external artificial lighting may occur during the hours of darkness, except where:</p> <ol style="list-style-type: none"> i. A temporary works management plan addressing construction lighting and notification protocols is prepared. [Advice note: Such a plan should be prepared in accordance with Christchurch Airport’s “Requirements for Working at the Airport” document]; and ii. Airport operator consent is obtained from Christchurch International Airport Limited; and iii. Civil Aviation Authority (CAA) authorisation is obtained under Civil Aviation Rule Part 77; and iv. Construction lighting is operated in accordance with all requirements specified in clauses i-iv. of this condition. <p>e. Condition 12 Lighting within 500m runway threshold Future development and construction activities within 500m of the threshold of a runway at Christchurch International Airport, those being lots or specific portions of lots 92, 109, 110, 111, 112, 113, 114, 115, 121, 122, 123 and 124 (as shown on the Capture Land Development Plans), must comply with the following:</p> <ol style="list-style-type: none"> i. No illuminated signage shall be installed within 500m of the runway. ii. There shall be no loading areas within 500m of the runway operating outside daylight hours to avoid the need for yard lighting. 	<p>Amended in accordance with CCC comments to change reference from ‘consent notice’ to ‘covenant’ to reflect this is being imposed via a land use consent condition rather than a subdivision condition.</p> <p>Updates to reflect the above condition package with covenants to highlight important compliance matters to future lot purchases.</p>



	<p>iii. Parking areas within 500m of the runway must be lit to PR4 standard (>1.3lux average, <2.5lux max).</p> <p>f. Condition 13 Aircraft Protection Future development and all structures and activities relating to construction on lots 1 – 126 must comply with the District Plan Aircraft Protection permitted activity rules in 6.7.4 of the Christchurch District Plan, including:</p> <ul style="list-style-type: none"> i. 6.7.4.1.1 Protection Surfaces, ii. 6.7.4.2.1 Runway End Protection Surfaces, iii. 6.7.4.3.1 Bird Strike Management Areas, and iv. 6.7.4.4 Protection Surfaces for Christchurch International Airport <p>g. Helicopter downwash hazard: Covenants shall be registered on the Computer Freehold Register of Lot 121 to ensure awareness of the helicopter downwash hazard, in accordance with advice note A.</p> <p>h. Condition 21A Civil Aviation Act 2023: Covenants shall be registered on the Computer Freehold Register of Lots 1 – 126 to secure ongoing compliance with Condition 21A (as applicable to future buildings, structures, cranes, plant or activities).</p> <p>i. Condition 21B Aviation Contact and Incident Reporting: Covenants shall be registered on the Computer Freehold Register of Lots 1 – 126 to secure ongoing compliance with Condition 21B.</p> <p>Note: Council will prepare the covenants.</p>	
Advice Notes		
A.	<p>Lot 121 Helicopter Downwash Hazard, Advice Note</p> <p>The consent holder’s attention is drawn to helicopter downwash hazards that may affect Lot 121. Practical management of this hazard can be achieved through subdivision and building construction management (through a Construction Management Plan) and through owner/ occupier health and safety plans, especially for roof and yard operations.</p>	General advisory note inserted, accounting for the Navigatus assessment of helicopter downwash hazards that may affect Lot 121 only.
New aviation safety related conditions (as at February 2026):		
21A.	<p>Civil Aviation Act 2023</p> <p>a. Where any building, structure, crane, plant or activity requires notification to the Civil Aviation Authority (CAA) under Civil Aviation Rule Part 77:</p> <ul style="list-style-type: none"> a. No construction may commence on a lot requiring Part 77 notification until written confirmation of CAA determination is provided. b. The consent holder shall provide a copy of any determination or direction issued by the Director of Civil Aviation to Christchurch City Council, Christchurch International Airport Limited and Airways Corporation of New Zealand Limited. c. The consent holder shall ensure that the activity is carried out strictly in accordance with that determination or direction. <p>b. If the Director of Civil Aviation imposes conditions that are inconsistent with this consent, the Director’s conditions shall prevail to the extent of the inconsistency.</p> <p>c. Following receipt of a CAA determination under Part 77, the Council may review the conditions of this consent solely for the purpose of ensuring consistency with that determination, but shall not impose additional aviation safety controls beyond those required by the Director of Civil Aviation.-safety controls beyond those required by the Director of Civil Aviation.</p>	<p>Andrew Shelley emphasises that Part 77 is the correct and comprehensive mechanism for resolving aviation safety effects, including where notification surfaces or OLS are breached temporarily or permanently. As such, a condition (rather than advice note), is proposed to make it explicit that compliance with any Part 77 determination shall prevail over any conditions of the consent.</p> <p>Andrew Shelley notes concern from submitters that aviation risks are being “left unmanaged”, when in fact they are managed dynamically through CAA determinations. An explicit requirement for obtaining Part 77 determinations prior to construction, disclosing any determination to CCC, CIAL and Airways; adhering to such a determination; and allowing for Council to review conditions to ensure consistency strengthens enforceability.</p>



<p>21B</p>	<p>Aviation Contact and Incident Reporting</p> <p>a. The Consent Holder shall, at all times during construction and operation of the development, nominate a suitably qualified and authorised aviation contact person(s) who shall be available on a 24 hours per day, 7 days per week basis to respond to any aviation related matters arising from activities authorised by this consent.</p> <p>b. The name, position, telephone number and email address of the aviation contact person(s) shall be provided in writing to:</p> <ul style="list-style-type: none"> a. Christchurch City Council; b. Christchurch International Airport Limited; and c. Airways Corporation of New Zealand <p>c. The aviation contact person(s) shall have authority to initiate immediate response actions in relation to aviation safety matters.</p> <p>d. An aviation incident and complaints register shall be maintained by the consent holder, recording:</p> <ul style="list-style-type: none"> a. The nature of any aviation related complaint, incident or observation; b. The name and contact details of the complainant (if they are provided to the consent holder); c. The date and time it was received or identified; d. The response actions taken; and e. Any follow up or mitigation implemented to prevent the reoccurrence of the situation that gave rise to the complaint. <p>e. Any verified aviation incident or complaint shall be notified as soon as practicable (but no longer than 5 working days after receipt of the complaint) to CIAL and, where relevant, the CAA.</p> <p>f. The consent holder must provide details of any complaint or its complaints register to the Council upon request.</p>	<p>This condition establishes a clear, proactive aviation safety interface by requiring a nominated, authorised aviation contact available at all times during construction and operation. It ensures that any aviation-related issue can be responded to immediately by a person with decision-making authority, rather than through ad-hoc or delayed channels.</p> <p>The condition also provides transparency and accountability through a formal incident and complaints register, with timely notification to CIAL and, where relevant, the CAA. Overall, it is a proportionate and practical safeguard that strengthens real-time risk management without duplicating or displacing Civil Aviation Act processes.</p>
<p>21C</p>	<p>Aviation risk assessment</p> <p>a. Within six months of the commencement of this consent, and prior to the commencement of any construction activities that requires notification under Civil Aviation Rule Part 77, the consent holder shall initiate preparation of an aviation risk assessment by engaging a suitably qualified and experienced aviation practitioner.</p> <p><i>CAA Scoping Consultation</i></p> <p>b. At the outset of preparing the aviation risk assessment, the consent holder shall provide written notice to the Civil Aviation Authority (CAA) advising that an aviation risk assessment is being prepared for the consented development, and shall invite the CAA to identify any aviation safety matters it considers should be addressed within the scope of the aviation risk assessment.</p> <p>c. The consent holder shall allow the CAA a minimum of 15 working days to provide written comment on the proposed scope of the aviation risk assessment.</p> <p>d. Nothing in Conditions b or c requires the CAA to approve, certify or endorse the aviation risk assessment, and the absence of comment from the CAA shall not prevent the aviation risk assessment from being completed.</p>	<p>The proposed aviation risk assessment condition is considered to be appropriate and proportionate in light of the expert evidence of Dr Andrew Shelley, who emphasises that aviation safety in New Zealand is comprehensively regulated through the Civil Aviation Act 2023 and the Civil Aviation Rules, with ultimate responsibility for aviation safety determinations resting with the Director of Civil Aviation.</p> <p>The aviation risk assessment condition reflects this framework by requiring a targeted, site-specific assessment of aviation safety issues that may arise during implementation of the consented development, while expressly avoiding any requirement to undertake, or purport to undertake, an aeronautical study within the meaning of AC139-15.</p> <p>The condition provides for early engagement with the Civil Aviation Authority to inform the scope of the assessment, facilitates consultation with relevant aviation participants (CIAL, GCH and Airways), and ensures that any practicable mitigation measures within the consent holder's control are identified and implemented.</p> <p>Importantly, the condition preserves the primacy of the Civil Aviation Act and Civil Aviation Rules by making clear that the aviation risk assessment does not replace or constrain the Director of Civil Aviation's statutory powers, and that Part 77 notification and determinations remain the operative mechanism for managing aviation safety effects. The condition reflects Dr Shelley's evidence and is an appropriate means of addressing residual aviation safety matters without duplicating or undermining the civil aviation regulatory regime.</p> <p>The condition also reflects feedback obtained from CAA on 4 February 2026 which promoted early and proactive engagement on developments close to an aerodrome in order to give CAA an opportunity to inform the scope of any</p>



<p><i>Purpose and Content of the aviation risk assessment</i></p> <p>e. The purpose of the aviation risk assessment is to identify and evaluate any aviation safety issues associated with the implementation of the consented development outside the operational control of the aerodrome operator, that are not already addressed by:</p> <ul style="list-style-type: none"> a. the conditions of this consent; or b. determinations, authorisations or directions issued under the Civil Aviation Act 2023 or Civil Aviation Rules. <p>f. The aviation risk assessment shall:</p> <ul style="list-style-type: none"> a. have regard to the scale, location and staging of the consented development; b. consider potential aviation safety effects, including where relevant: <ul style="list-style-type: none"> • obstacle limitation and notification surfaces; • temporary construction activities (including cranes and construction lighting); • effects on air navigation equipment, radar or communications; • helicopter operations; and • wildlife and bird strike risk; c. identify any practicable mitigation measures that the consent holder is legally able to implement, to the extent such measures are not already required by conditions of this consent or by the Civil Aviation Act or Civil Aviation Rules. <p>g. The aviation risk assessment shall be prepared having regard to the Civil Aviation Act 2023 and relevant Civil Aviation Rules.</p> <p><i>Consultation with Aviation Stakeholders</i></p> <p>h. Prior to finalising the aviation risk assessment, the consent holder shall undertake meaningful engagement with, and provide a draft of the aviation risk assessment to:</p> <ul style="list-style-type: none"> a. Christchurch International Airport Limited; b. Garden City Helicopters; and c. Airways Corporation of New Zealand Limited. <p>For the purposes of this condition, “meaningful engagement” means providing sufficient information to enable informed comment, allowing reasonable timeframes for response, and participating in discussions in good faith, proportionated to the scale and nature of the issues identified. Meaningful engagement does not require agreement to be reached between the consent holder and any consulted party.</p> <p>The consent holder shall consider all comments received and, where requested, meet with those parties to discuss and seek to resolve matters raised. The aviation risk assessment shall be finalised taking those comments into account.</p> <p>If a consulted party does not provide comments within 20 working days of being provided a draft of the aviation risk assessment, or if matters raised cannot reasonably be resolved despite good faith engagement, the consent holder may finalise the aviation risk assessment, provided that the aviation risk assessment documents the engagement undertaken and the reasons why agreement was not reached.</p> <p><i>Finalisation and Implementation</i></p>	<p>assessment, while recognising that CAA does not have a clear statutory role to require or approve a full aeronautical study for private development outside the aerodrome fence. The condition aligns with what CAA described as best practice, without overstating CAA’s legal powers or importing aerodrome specific obligations such as AC139-15. It also responds to CAA’s emphasis on “meaningful engagement” with CIAL and Airways by prescribing clear consultation steps, timeframes, and good faith engagement requirements, while including a relief mechanism to prevent delay or obstruction if agreement cannot reasonably be reached.</p> <p>Consistent with CAA’s advice, the aviation risk assessment is narrowly scoped to residual aviation safety matters not already managed through consent conditions or the Part 77 process, and otherwise preserves the primacy of the Civil Aviation Act and the Director of Civil Aviation as the ultimate aviation safety backstop.</p>
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	<p>i. The completed aviation risk assessment shall be provided to the Council, Christchurch International Airport Limited, Garden City Helicopters and Airways Corporation of New Zealand Limited, together with an explanation of why any comments were not incorporated.</p> <p>j. The consent holder shall implement any mitigation measures identified in the aviation risk assessment that:</p> <ul style="list-style-type: none">a. are within the control of the consent holder; andb. are not already required by the conditions of this consent or by the Civil Aviation Act 2023 or Civil Aviation Rules. <p>l. Nothing in this condition limits or replaces:</p> <ul style="list-style-type: none">a. the obligation to notify the Civil Aviation Authority under Civil Aviation Rule Part 77; orb. the authority of the Director of Civil Aviation to make determinations or impose conditions in relation to aviation safety.	
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PART 2: Christchurch City Council Subdivision Consent Conditions

Scheme Plan and Staging	
1.	<p>The Consent Holder, and all persons exercising this consent, must ensure that all personnel undertaking activities authorised by this consent are made aware of, and have access to, the contents of this consent decision, conditions and relevant management plans prior to the commencement of the works. A copy of these documents must also remain on-site through the duration of the works.</p> <p>Advice note: <i>This resource consent will lapse five years from the date of this decision unless it is given effect to (i.e. the activity is established) before then. Application may be made under Section 125 of the Resource Management Act 1991 to extend the period for giving effect to the resource consent, and this must be submitted and approved prior to the consent lapsing.</i></p>
	Original applicant condition updated to include 'and relevant management plans' as there are a number of these.
2.	<p><u>General Survey Plan</u></p> <p>The survey plan, when submitted to Council for certification, is to be substantially in accordance with the stamped approved application plan unless otherwise addressed in conditions of this subdivision consent.</p>
	Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
3.	<p><u>Staging</u></p> <p>The subdivision may be carried out in stages but is not required to be. If staged, each stage is to be in accordance with the staging shown on the application plan. That the development may proceed in stages in no particular order in accordance with the approved subdivision plan except as set out below. At each stage any balance land is to be left as a fully serviced allotment.</p>
	The Applicant does not accept the Council's recommended staging condition regarding the provision of additional traffic modelling to confirm the effects of the proposed development (particularly on the right turn from Pound Road to Ryans Road east). Mr Fuller has undertaken additional modelling, which confirms that the average right turn queue fits within the available widening for the full development. As such, it is considered there is no need for this condition.
4.	<p><u>Allotment to Vest Local Purpose (Utility) Reserve Lots - Stages</u></p> <p>Lots 200 and 201 are to be vested as Local Purpose (Utility) Reserve.</p> <p>Advice note: <i>Any underground infrastructure separate from the purpose of the reserve across land to be vested as reserve will require an easement application in compliance with s239, prior to the issuing of s223 certificate.</i></p>
	Original applicant condition. Condition wording agreed between CGL and CCC.
5.	<p><u>New Roads to Vest</u></p> <p>The new road(s), being lot(s) 300 and 301 are to be formed in general accordance with the Capture Land Development Drawings (November 2025) and vested in the Council to the satisfaction of the Subdivision Engineer with underground cabling for electricity supply and telecommunications.</p>
	The applicant does not agree to the provision of footpaths on both sides of the internal roads within the subdivision as suggested in the Council condition. A single footpath on one side is proposed. In Mr Fuller's memo he notes, although providing footpaths on both sides of the road would be ideal, providing a footpath on only one side is consistent with similar industrial developments (e.g., Dakota Park) and it is considered the adverse effects of are not significant. The condition wording has been updated to include a reference back to the Capture Drawings to make it clear that the approved plans are what the Subdivision Engineer is checking the proposal against and not Council's view that two footpaths should be provided. This change also reflects that a road condition further below has been deleted that did contain a reference to the Capture Drawings.
6.	<p><u>Road/Right of Way Naming</u></p> <p>The new roads/right of ways are to be named and shown on the survey plan submitted for certification.</p> <p>Advice Note: <i>The process for naming roads is set out at https://ccc.govt.nz/consents-and-licences/resource-consents/resource-consent-activities/subdivision-consents/road-and-right-of-way-naming/ . The approval of roads names is by the relevant Community Board and may take eight weeks. The processing of that application will be on a time and costs basis and charged under this consent.</i></p> <p>The consent holder must supply and install the road's nameplates. The nameplates must be designed and installed in accordance with the IDS and CSS.</p>
	Original applicant condition. Condition wording agreed between CGL and CCC.



	<p>The location of the nameplates must be submitted to Council's Subdivision Engineer prior to their installation.</p> <p>Advice Note: Nameplates usually take six weeks to manufacture. The location of the nameplates can be submitted in a plan which identifies the road's landscaping and location of street lighting as required by this application. The consent holder is responsible for the cost of providing and installing the nameplates.</p>	
7.	<p><u>Road Widening/Corner Rounding to Vest</u></p> <p>Lot 302 must be vested in the Council as corner splay / road widening being in accordance with Capture Land Development Plan RC-RD310.</p> <p>Any existing fences or walls outside the new road frontage boundary are to be removed or relocated appropriately.</p>	<p>Original applicant condition.</p> <p>Condition wording agreed between CGL and CCC.</p>
8.	<p><u>Service Easements</u></p> <p>The service easements as set out on the application plan or required to protect services crossing other lots must be duly granted or reserved.</p> <p>Any proposed easements over adjoining land or in favour of adjoining land are to be shown in a schedule on the Land Transfer Plan. A solicitor's undertaking will be required to ensure that the easements are created on deposit of the plan.</p>	<p>Original applicant condition.</p> <p>Condition wording agreed between CGL and CCC.</p>
9.	<p><u>Easements in Gross</u></p> <p>The legal instruments to create the required easements in gross in favour of the Council must be prepared & registered by the Council's solicitor at the consent holder's cost and will be based on the Council's standard easement instrument templates (as appropriate) as determined by the Council's solicitor. The consent holder's solicitor is to contact the Council's solicitor (Anderson Lloyd Lawyers) requesting the preparation and registration of the required easement instruments. Areas which are to be the subject of easements in gross in favour of the Council must not be the subject of any other easements for the same purpose, unless otherwise agreed by Council.</p> <p>As built plans for the services covered by the easement(s) are to be provided to the Council at Section 223 certification stage.</p>	<p>Original applicant condition.</p> <p>Condition wording agreed between CGL and CCC.</p>
10.	<p><u>Public Utility Sites</u></p> <p>Any public utility site and associated rights of way easements and/or service easements required by a network operator are approved provided that they are not within any reserves to vest in the Council.</p>	<p>Original applicant condition.</p> <p>Condition wording agreed between CGL and CCC.</p>
11.	<p><u>Plans for Geodata</u></p> <p>The surveyor is to forward a copy of the title plan and survey plan to the Subdivision Planner (that issued the consent), Resource Consents Unit as soon as the plan has been lodged (or earlier if possible) for checking at Land Information New Zealand for entering into the Council GIS system.</p>	<p>Original applicant condition.</p> <p>Condition wording agreed between CGL and CCC.</p>
Quality Assurance		
12.	<p><u>Asset Design and Construction</u></p> <p>All infrastructure assets to be vested in the Council are to be designed and constructed in general accordance with the Christchurch City Council's Infrastructure Design Standard (IDS) and the Construction Standard Specifications (CSS).</p>	<p>Original applicant condition.</p> <p>Condition wording agreed between CGL and CCC.</p>
13.	<p>The design and construction of all assets must be subject to a project quality system in accordance with Part 3: Quality Assurance of the Infrastructure Development Standard (IDS).</p> <p>a. Prior to the commencement of physical works on site for the construction of the subdivision including infrastructure, the Consent Holder must submit to the Planning Team - Subdivision Engineers a Design Report, Plans and Design Certificate complying with clause 3.3.2 of the IDS for review and acceptance under clause 2.10 of the IDS 2022. The Design Report and engineering plans must provide sufficient detail to confirm compliance with the</p>	<p>Updated to reflect CCC new condition in their Appendix 16.</p> <p>Condition wording agreed between CGL and CCC.</p>



	<p>requirements of the IDS and this consent. This report can be submitted as two individual design reports addressing infrastructure as one part and the second part as a Geotechnical Report.</p> <p>b. Prior to the commencement of physical works on site, the Consent Holder must submit to the Council's Planning Team - Subdivision Engineers a Contract Quality Plan and supporting Engineer's Review Certificate, complying with clause 3.3.3 of the IDS, for review and acceptance by Council under Clause 2.11 of the IDS 2022.</p> <p>c. Prior to the issue of certification pursuant to section 224(c) of the Resource Management Act, the Consent Holder must submit to the Planning Team - Subdivision Engineers an Engineer's Report complying with clause 3.3.3 of the IDS and an Engineer's Completion Certificate complying with clause 3.3.4 of the IDS for review and acceptance under clause 2.12 of the IDS 2022. The Engineer's Report must provide sufficient detail to confirm compliance with the requirements of the IDS, the CSS and this consent, including compliance with consent conditions requiring mitigation measures with respect to any liquefaction and lateral spread hazards.</p> <p>Advice Note: Part 3 of the IDS sets out the Council's requirements for Quality Assurance. It provides a quality framework within which all assets must be designed and constructed. It also sets out the process for reporting to Council how the works are to be controlled, tested and inspected in order to prove compliance with the relevant standards. It is a requirement of this part of the IDS that certification is provided for design and construction as a pre-requisite for the release of the 224c certificate. The extent of the documentation required should reflect the complexity and/or size of the project.</p> <p>General Advice Note for Quality Assurance:</p> <p>Landscaping acceptance shall be submitted at engineering design acceptance. The Landscape Plans and Design Report must be submitted to landscape.approval@ccc.govt.nz as well as the Subdivision Engineer.</p> <p>Waterway enhancement/works acceptance can be submitted at a separate time to the engineer design acceptance. The Landscape Plans must be submitted to stormwaterapprovals@ccc.govt.nz.</p>	
<p>14.</p>	<p><u>Traffic Management</u></p> <p>A Traffic Management Plan (TMP) must be implemented for works to existing Ryans Road and Grays Road, and no works are to commence in those specific areas until such time as the TMP has been installed. The TMP must be submitted to the Council through the following web portal http://www.myworksites.co.nz.</p>	<p>Original applicant condition. Condition wording agreed between CGL and CCC.</p>
<p>15.</p>	<p><u>Laterals for rear Lots</u></p> <p>All private sewer and stormwater laterals (serving rear lots) must be installed under a single global Building Consent or Building Act Exemption by a Licensed Certifying Drain Layer and the compliance documents forwarded to Council's Subdivision Team as part of the Section 224c application.</p> <p>If approved under a building consent, passed 252 (FS and SW drains) mandatory building inspections pursuant to the Building Code and the Code Compliance Certificate is required prior to the issue of the s224 Certificate.</p> <p>If approved under a Building Act Exemption, a PS3 form and as-builts will be required to be provided and accepted prior to the issue of the s224 Certificate.</p>	<p>Original applicant condition. Condition wording agreed between CGL and CCC.</p>
<p>16.</p>	<p><u>CCTV Inspections</u></p> <p>Pipeline CCTV inspections are to be carried out on all gravity pipelines to be vested in compliance with the Council Standard Specifications (CSS): https://www.ccc.govt.nz/consents-and-licences/construction-requirements/construction-standard-specifications/pipeline-cctv-inspections/</p>	<p>Original applicant condition. Condition wording agreed between CGL and CCC.</p>
<p>17.</p>	<p><u>Services As-Built Requirements</u></p> <p>As-Built plans and data must be provided for all above and below ground infrastructure and private work in compliance with the Infrastructure Design Standards (IDS): https://www.ccc.govt.nz/consents-and-licences/construction-requirements/infrastructure-design-standards/as-built-survey-and-data-requirements/</p>	<p>Original applicant condition. Condition wording agreed between CGL and CCC.</p>



	<p>Advice Note: this includes RAMM and costing data (GST).</p> <p>As-Built Plans are to be provided for any easements in gross over pipelines. The plans are to show the position of the pipelines relative to the easements and boundaries.</p> <p>As-Builts (Reserves and Street Trees)</p> <p>The Consent Holder shall submit As-Built asset data for any landscape improvements on land to be vested as reserves or roads, in accordance with IDS, Part 12 As-Builts records.</p> <p>Advice note: The as-builts must be supplied at the same time as the Engineer's Report, at Practical Completion.</p>	
Cultural Conditions		
18.	<p>In the event of the discovery/disturbance of any archaeological material or sites, including taonga (treasured artefacts) and koiwi tangata (human remains), the consent holder must immediately:</p> <ol style="list-style-type: none"> Cease earthmoving operations in the affected area of the site; and Advise the Council of the disturbance via email to rcmon@ccc.govt.nz Advise appropriate agencies, including Heritage New Zealand Pouhere Taonga and the local Mana Whenua Ngāi Tūāhuriri Rūnanga and Te Taumutu Rūnanga of the disturbance. <p>This condition does not constitute a response under the Heritage New Zealand Pouhere Taonga Act (HNZPT 2014).</p>	<p>Original applicant condition. Condition wording agreed between CGL and CCC.</p>
Earthworks / Erosion and Sediment Control		
19.	<p>Earthworks must be carried out in general accordance with stamped approved plans RC-EW205-207, 210, 220.</p>	<p>Original applicant condition. Condition wording agreed between CGL and CCC.</p>
20.	<p>The earthworks and construction work must be under the control of a nominated and suitably qualified engineer.</p>	<p>Original applicant condition. Condition wording agreed between CGL and CCC.</p>
21.	<p>Run-off must be controlled to prevent muddy water flowing, or earth slipping, onto neighbouring properties, legal road (including kerb and channel), or into a river, stream, drain or wetland. Sediment, earth or debris must not fall or collect on land beyond the site or enter the Council's stormwater system. All muddy water must be treated, using at a minimum the erosion and sediment control measures detailed in the site specific Erosion and Sediment Control Plan, prior to discharge to the Council's stormwater system. (Possible sources of contaminants from construction activities include uncontrolled runoff, dewatering, sawcutting and grooving).</p> <p>Advice note: For the purpose of this condition muddy water is defined as water with a total suspended solid (TSS) content greater than 50mg/L.</p>	<p>Original applicant condition. Condition wording agreed between CGL and CCC.</p>
22.	<p>The Erosion and Sediment Control Plan must show the positions of all stockpiles on site. Temporary mounds must be grassed or covered to prevent erosion until such time as they are removed/reused.</p>	<p>Original applicant condition. Condition wording agreed between CGL and CCC.</p>
23.	<ol style="list-style-type: none"> The draft Earthworks and Construction Management Plans provided with the application are accepted in principle. Prior to construction these will be incorporated into an Environmental Management Plan (EMP) as required in Condition (26) below, for the site and submitted to Council for reference. All filling and excavation work must be carried out in accordance with the EMP which identifies how the environmental risks of the project will be managed. Except where approved as part of a separate Environment Canterbury (CRC) resource consent for stormwater discharge or CRC resource consent for excavation/filling, work must not commence until the Christchurch City Council's Subdivision Engineer (via email to rcmon@ccc.govt.nz) has formally accepted the EMP. 	<p>Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.</p>



<p>24.</p>	<p>The EMP must include an Erosion and Sediment Control Plan (ESCP) covering all earthworks associated with the consented development. The ESCP must:</p> <ul style="list-style-type: none"> a. Be designed by a suitably qualified and experienced professional; and b. Attach a design certificate (Appendix IV in IDS Part 3) for acceptance (unless subject to Condition (23 b.) by the Council under clause 3.8.2 of the IDS at least ten days prior to the works commencing. 	<p>Updated to reflect CCC new condition in their Appendix 16. Have changed approval to acceptance to be consistent with other conditions requiring later CCC 'sign offs' under the IDS. Condition wording agreed between CGL and CCC.</p>
<p>25.</p>	<p>The ESCP must follow best practice principles, techniques, inspections and monitoring for erosion and sediment control, and be based on CRC's Erosion and Sediment Control Toolbox for Canterbury http://escscanterbury.co.nz/. Any changes to the accepted ESCP must be submitted to the Council in writing and the changes accepted by the Subdivision Engineer prior to implementation, unless subject to Condition (23b.)</p>	<p>Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.</p>
<p>26.</p>	<p>a. The EMP must include (but is not limited to):</p> <ul style="list-style-type: none"> i. The identification of environmental risks including erosion, sediment and dust control, spills, wastewater overflows, and excavation and disposal of material from contaminated sites and the management of activities that may attract birds, including but not limited to ponding, stockpiles, grassing/seeding, and waste management; ii. A site description, i.e. topography, vegetation, soils, sensitive receptors such as waterways, the airport, etc; iii. Details of proposed activities; iv. A locality map; v. Drawings showing the site, type and location of sediment control measures, on-site catchment boundaries and off-site sources of runoff, stockpiles; vi. Drawings and specifications showing the positions of all proposed mitigation areas with supporting calculations if appropriate; vii. Drawings showing the protection of natural assets and habitats; viii. A programme of works including a proposed timeframe and completion date; ix. Emergency response and contingency management; x. Procedures for compliance with resource consents and permitted activities; xi. Environmental monitoring and auditing, including frequency; xii. Corrective action, reporting on solutions and update of the EMP, and reporting to CCC, CIAL and other relevant stakeholders as required; xiii. Procedures for training and supervising staff in relation to environmental issues; xiv. Contact details of key personnel responsible for environmental management and compliance. <p>Advice note: <i>IDS clause 3.8.2 contains further detail on Environmental Management Plans.</i></p> <p>b. In addition to the matters required in clause a. of this condition, the EMP must be prepared in accordance with the CIAL publication <i>'Requirements for Working at the Airport 2023'</i> and shall include the following matters, as a minimum, in order to address construction activity risks to Christchurch International Airport operations:</p> <ul style="list-style-type: none"> i. Management of bird-attracting activities in accordance with the WHMP and the requirements specified in conditions 109-111 of this consent, including active and remedial management actions if bird numbers exceed thresholds. ii. Procedures to ensure compliance with REPA restrictions and prohibited activities within the REPA, referencing District Plan rules. 	<p>Amendments to condition a, and new condition b and condition c are proposed in response to the comments received from CIAL.</p>



	<ul style="list-style-type: none"> iii. Management of the height of temporary cranes, construction plant and any other buildings or structures in accordance with condition 7 of the land use consent, including notification to CAA if required under Civil Aviation Rules Part 77. iv. Management of glare and lighting effects in accordance with conditions 9 and 10 of the land use consent, including the limitations on construction activities requiring external artificial lighting during the hours of darkness. v. Dust, stockpile, waste and debris management, including procedures for securing materials and objects to prevent windblown debris or hazards to aircraft. vi. Visibility risk management, including dust and debris controls to prevent impairment of pilot vision or air traffic control. vii. Site manager contact details, provision of information and communication undertakings to Christchurch International Airport Limited and Garden City Helicopters Limited. viii. Obligations under the Civil Aviation Act 2023 and Civil Aviation Rules Part 77, including notification and compliance with any determinations issued by the Director of Civil Aviation. <p>c. The EMP must be submitted to Christchurch City Council for certification prior to commencement of any works. No construction or earthworks may commence until written certification of the EMP has been provided by CCC.</p>	
<p>27.</p>	<p>The EMP must be implemented on site over the construction phase. No earthworks may commence on site until:</p> <ul style="list-style-type: none"> a. The Council has been notified (via email to rcmon@ccc.govt.nz) no less than 3 working days prior to work commencing, of the earthworks start date and the name and details of the site supervisor. b. CIAL been notified (via email to XXX) no less than 3 working days prior to work commencing, of the earthworks start date and the name and details of the site supervisor. c. The contractor has received a copy of all resource consents and relevant permitted activity rules controlling this work. d. The works required by the EMP have been installed. e. An Engineering Completion Certificate (IDS – Part 3, Appendix VII), signed by an appropriately qualified and experienced engineer, is completed and presented to Council. This is to certify that the erosion and sediment control measures have been properly installed in accordance with the EMP. 	<p>New condition b is proposed in response to the comments received from CIAL.</p>
<p>28.</p>	<p>Dust emissions must be appropriately managed within the boundary of the property in compliance with the Regional Air Plan. Dust mitigation measures such as water carts, sprinklers or polymers must be used on any exposed areas. The roads to and from the site, and the site entrance and exit, must remain tidy and free of dust and dirt at all times.</p>	<p>Original applicant condition. Condition wording agreed between CGL and CCC.</p>
<p>29.</p>	<p>All loading and unloading of trucks with excavation or fill material must be carried out within the subject site (besides for the works to the road frontages along Ryans Road and Grays Road).</p>	<p>Original applicant condition. Condition wording agreed between CGL and CCC.</p>
<p>30.</p>	<p>All work within the legal road, or activities outside the legal road that affect the normal operating conditions of the legal road, cannot start until the Consent Holder has been issued with the following:</p> <ul style="list-style-type: none"> a. Approved Works Access Permit (WAP); and b. Approved Traffic Management Plan (TMP). <p>Advice Note: A Corridor Access Request (CAR) application and TMP can be submitted to the Council through the following web portal http://www.myworksites.co.nz.</p>	<p>Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.</p>



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



	<p>b. Consistent with the conditions of this resource consent; and</p> <p>c. Submitted in writing to the CCC Compliance Team via email to rcmon@ccc.govt.nz.</p>	
39.	<p>After the removal of buildings/contaminated land in the southeast corner of the site and identified in the DSI:</p> <p>a. Further sampling and investigation shall be undertaken by a SQEP in contaminated land to assess areas of interest (e.g. under buildings).</p> <p>b. Results in the form of a letter update to the DSI shall be submitted in writing to the CCC Compliance Team via email to rcmon@ccc.govt.nz, 10 days prior to start of works.</p> <p>c. Results of the additional investigation shall be included into the Remedial Action Plan (RAP) in accordance with Condition (38).</p>	<p>New condition to reflect CRC land use conditions, for ease of administration (i.e. both Council's receive same info at same time).</p>
40.	<p>Within three (3) months of the completion of the earthworks a Site Validation Report (SVR) shall be prepared and submitted to Council. The SVR shall include as a minimum</p> <p>a. Volumes of materials moved on site;</p> <p>b. Details of any variations to the proposed work plan;</p> <p>c. Details of any discharges or contingency measures employed during the earthworks;</p> <p>d. Photographic evidence of the site works;</p> <p>e. Evidence the objectives of the final site remediation have been met with regard to Industrial land use.</p> <p>f. Evidence of the disposal of any soils off site to an authorised facility.</p> <p>The SVR shall be written in accordance with the Ministry for the Environment Guidelines for Reporting on Contaminated Sites in New Zealand (revised 2011). Delivery of the SVR may be by way of email to rcmon@ccc.govt.nz.</p>	<p>Original applicant condition.</p> <p>Condition wording agreed between CGL and CCC.</p> <p>Note: CRC site validation conditions are located in the discharge consent not the land use consent as for others above.</p>
Geotechnical		
	Deleted.	Deleted as suggested by CCC Planner and Subdivision Engineer.
Water Supply		
41.	<p>The development can be serviced by the Northwest Water Supply Zone, subject to the establishment of a New Water Booster Pump Station. This pump station to be supplied from the existing DN375 asbestos cement water main located in Russley Road.</p>	<p>Updated to reflect CCC new condition in their Appendix 16.</p> <p>Condition wording agreed between CGL and CCC.</p>
42.	<p>The applicant shall enter into an Infrastructure Provision Agreement with the Christchurch City Council (CCC) on the form reasonably required by CCC to be provided by the Council's solicitors for review and comment, for the design and construction of the New Water Booster Pump Station. The Infrastructure Provision Agreement will provide (without limitation):</p> <p>a. that the Design Engineer shall be approved on the Three Waters HDM (hybrid delivery model) Professional Services Panel;</p> <p>b. that the design shall be in accordance with the design standards and requirements as per the Council Design Guides/Standards Master List and for Council to advise any such further specifications, standards and requirements during each phase of the design;</p>	<p>Updated to reflect CCC new condition in their Appendix 16.</p> <p>Condition wording agreed between CGL and CCC.</p>



	<p>c. for the Developer to obtain Council Engineering Acceptance for each stage of the design including Concept design, Preliminary design and Detailed design;</p> <p>i. that the Developer shall complete the necessary investigations and assessments to adequately inform the design including geology, topography, ground contamination, archeological, ecological and visual aspects.</p> <p>ii. that the design shall be comprehensive in terms of civil, mechanical, structural, electrical, SCADA and controls, landscaping, access, security, and water safety disciplines;</p> <p>iii. for incorporation of risk assessments (inclusive of water safety) and safety in design in the design process;</p> <p>iv. that the work shall be carried out by a Council Three Waters HDM (hybrid delivery model) Potable Water Tier One Contractor;</p> <p>v. for Council participation and review of the Contract Quality Plan, Health and Safety Plan, Environmental Management Plan, Contract Method Statement, Testing & Commissioning Plan including Handover checklist;</p> <p>vi. for the assignment of a Council contracts engineer to audit the construction phase;</p> <p>vii. for specifying any additional As-Built, Testing and Commissioning and Operations and Maintenance Manual requirements;</p> <p>d. for the Developer to undertake all design and construction work at its sole cost and to meet the reasonable costs of CCC involved including all legal, external and internal consultants.</p>	
<p>43.</p>	<p>The New Water Booster Pump Station shall be installed on land to be vested in Council as a Utility Lot. The size and configuration of this Utility Lot, including all associated facilities, for acceptance by Council. In making this determination, Council will consider factors such as site accessibility, feasibility of maintenance activities, and the ability to meet service objectives.</p> <p>The final size and location of the Utility Lot shall be adjusted as necessary to satisfy the requirements of Council. Council's Water Supply and Wastewater Asset Planning Team will confirm the land requirements in accordance with the New Water Booster Pump Station Infrastructure Provision Agreement, which will include one of the following outcomes:</p> <p>a. Confirmation that no changes to the Utility Lot size or configuration are required if the design work demonstrates adequacy for the New Water Booster Pump Station; or</p> <p>b. Confirmation that the Utility Lot must be increased (or decreased) in size, specifying the additional (or reduction in) land necessary to accommodate the New Water Booster Pump Station.</p> <p>Should additional (or reduction in) land be required, the applicant must enlarge/reduce the Utility Lot accordingly.</p>	<p>Updated to reflect CCC new condition in their Appendix 16, with minor amendment to wording in red text:</p> <ul style="list-style-type: none"> - to also allow for the Utility Lot to get smaller if appropriate. - to change approval to 'for acceptance' to be consistent with other conditions requiring later CCC 'sign offs' under the IDS. <p>Condition wording agreed between CGL and CCC.</p>
<p>44.</p>	<p>The water supply network must be designed by a suitably qualified person in accordance with the Infrastructure Design Standard and in general in accordance with the NZ Fire Service Fire Fighting Water Supplies Code of Practice NZS 4509:2008, subject to Council engineering acceptance. Engineering drawings supported by hydraulic model outputs must be sent to the Subdivisions Planning Engineer for engineering acceptance by the Water Supply & Wastewater Asset Planning Team prior to the commencement of any physical work.</p>	<p>Updated to reflect CCC new condition in their Appendix 16.</p> <p>Condition wording agreed between CGL and CCC.</p>
<p>45.</p>	<p>All water mains and submains for the subdivision shall be installed in road reserves to be vested in Council. Minimum DN200 water mains shall be extended along the full length of all roads to be vested and terminated with temporary hydrants in accordance with the requirements of the Infrastructure Design Standard.</p>	<p>Updated to reflect CCC new condition in their Appendix 16 with addition of the word 'reserve' to reflect that some pipes may be in berms.</p> <p>Condition wording agreed between CGL and CCC.</p>



46.	All lots shall be provided with water supply connections extending to their boundaries. Submains shall be installed to extend at least 1 metre beyond each lot boundary.	Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
47.	Construction of water infrastructure to be vested in Council must be performed by a Council approved water supply installer and undertaken at the applicant's expense.	Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
48.	<p>The following condition must be recorded pursuant to Section 221 of the RMA in a consent notice registered on the titles of each Lot:</p> <p>a. This allotment shall be served by the Christchurch City Council's pressurized water supply network and requires the installation of a high-hazard backflow prevention device. An application for water connection must be submitted to Christchurch City Council either online or by completing a WS1 form (application for water supply), including a water supply site plan. The water connection will not be activated until confirmation is provided to Council that an approved backflow prevention device has been installed. The backflow prevention device must be installed within the property boundary, on private land, as close as practicable to the water meter at the point of supply.</p> <p>Advice Note: The water supply network for this allotment can accommodate a maximum FW3 fire demand (50 L/s), as defined in the NZ Fire Service Fire Fighting Water Supplies Code of Practice NZS 4509:2008.</p> <p>Advice Note: This is an on-going condition and a consent notice will be issued under section 221 of the Act at the time of section 224(c) certificate.</p>	Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
49.	<p>Any rear lot or lot within a Right of Way shall be serviced by its own lateral within a shared access. Each water supply lateral connection shall be installed with a dummy connection spacer rod in accordance with CSS Part 4, SD 403. An easement for the right to convey water shall be created over the lateral in favour of the lot serviced by the lateral. Laterals shall be installed by a Licensed Certified Plumber and shall not cross the boundary of the net site area of other sites.</p> <p>Advice Note: This work will require a Building Consent or a Building Act Exemption.</p>	Original applicant condition. Condition wording agreed between CGL and CCC.
Wastewater / Sewer		
50.	The development may be serviced by a Local Pressure Sewer System that is designed in accordance with the Council's Infrastructure Design Standards and Construction Standard Specifications and to discharge into the DN225 RCRR gravity main in Russley Road.	Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
51.	The Local Pressure Sewer System must be designed so that larger industrial lots can be serviced with non-residential local pressure pumps.	Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
52.	The collective pressure main must be fitted with a magnetic flow meter that complies with Council's standards and specifications and is fully integrated into the Council's SCADA system.	Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
	[Deleted].	Accept CCC deletion as now included in condition above.
53.	The applicant must put in place measures to enable the initial operation of the local pressure sewer system within and from the development during the build phase, including (but not limited to) ensuring self-cleansing flow and limiting sewage retention time within the system when the design number of pressure sewer tanks are not yet in operation. These measures must be reported to the Subdivisions Engineer prior to seeking section 224(c) certification.	Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.



54.	<p>An odour treatment and corrosion management system shall be provided in accordance with the following requirements:</p> <ol style="list-style-type: none"> The design shall be in accordance with the CCC Odour and Corrosion Management Design Guideline, the SCIRT Protective Coating for Concrete Wastewater Structures Designers Guideline, the Infrastructure Design Standards, the Construction Standard Specification and such other specifications or operations requirements to be provided / issued by Council as part of the engineering acceptance process. The local pressure sewer system discharge shall be into a new corrosion resistant manhole and corrosion protection shall be provided to downstream manholes withing a distance of 400 metres of the discharge point. The location of the odour treatment facility must be accepted by Council. In making its determination, Council will consider factors such as site accessibility, feasibility of maintenance activities and the ability to meet service objectives. The final location of the odour treatment facility shall be adjusted as necessary to satisfy the requirements of Council. The necessary investigations, assessments and tests shall be carried out to inform the design. A concept and preliminary design will be presented to Council for review and acceptance by the Three Waters team prior to embarking upon the detailed design phase. The detailed design complete with engineering drawings shall be sent to the Subdivisions Engineer for Engineering Acceptance by the Three Waters team prior to the commencement of any physical work. Council to review and accept a draft Operations and Maintenance Manual as part of the design. Smoke testing is required during the commissioning of the odour treatment unit to confirm negative pressure is achieved at the design air entry point. 	<p>Updated to reflect CCC new condition in their Appendix 16. Have changed approval to acceptance to be consistent with other conditions requiring later CCC 'sign offs' under the IDS. Condition wording agreed between CGL and CCC.</p>
55.	<p>Each industrial lot must have an appropriately sized Boundary Kit located within the legal road or Right of Way outside the boundary of the lot. The pressure lateral from the Boundary Kit is to extend at least 600mm into the net site of each lot.</p>	<p>Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.</p>
	<p>[Deleted].</p>	<p>Accept CCC deletion as no properties are proposed in a ROW.</p>
56.	<p>Installation of the pressure sewer mains and boundary kits must be carried out by a Council Authorised Drainlayer (Pressure Sewer Reticulation).</p>	<p>Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.</p>
	<p>[Deleted].</p>	<p>Accept CCC deletion as covered in another condition and consent notice.</p>
57.	<p>The following conditions must be recorded in a consent notice registered on the titles of each Lot:</p> <ol style="list-style-type: none"> The property is connected to a local pressure sewer system that has been designed to accommodate specific wastewater flow limits. Wastewater discharge from the property shall not exceed an average daily flow of 0.09 litres per second per hectare. This allotment shall be serviced by a local pressure sewer unit consisting of a pump, remote monitoring control panel and storage chamber capable of accommodating at least 24 hours of wastewater flow. The unit must be supplied by either Aquatec or EcoFlow and installed at the building consent stage by a Council authorised 	<p>Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.</p>



	<p>drainlayer (Pressure Sewer Tanks), in accordance with the requirements for local pressure sewer units as specified under a Building Consent.</p> <p>c. The owner must enter into a management agreement with the supplier of the local pressure sewer unit. This agreement shall provide Council with the necessary rights to monitor and control (as may be required) the pumping regime to support the operation and maintenance of the local pressure sewer catchment.</p> <p>d. The owner is responsible for the ongoing operation and maintenance of the local pressure sewer unit and control panel.</p> <p>Advice Note: This is an on-going condition and a consent notice will be issued under section 221 of the Act at the time of section 224(c) certificate.</p>	
Stormwater		
58.	<p>The stormwater management and mitigation system to be constructed under this application shall rely on stormwater treatment and disposal to ground via infiltration. In addition to the below conditions, the stormwater management system to be constructed under this application shall meet the requirements of the Waterways, Wetlands and Drainage Guide (2003, including updates), the Infrastructure Design Standard (IDS 2022) and the Construction Standard Specifications (CSS 2022).</p>	<p>Original applicant condition. Condition wording agreed between CGL and CCC.</p>
59.	<p>The consent holder shall submit an Engineering Design Report to the 3 Waters Asset Planning - Stormwater & Waterways and Resource Consents Units. The Engineering Design Report shall demonstrate how the design will meet all of the applicable standards and shall contain all of the plans, specifications and calculations for the design and construction of all stormwater infrastructure systems.</p>	<p>Original applicant condition. Condition wording agreed between CGL and CCC.</p>
60.	<p>The consent holder shall demonstrate in the Engineering Design Report that discharge consent for the discharge of construction and operational phase stormwater is under the Christchurch City Council Comprehensive Stormwater Discharge Consent or has been obtained from Canterbury Regional Council.</p>	<p>Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.</p>
61.	<p>Stormwater generated from all roading shall be collected via channels, sumps, and pipes prior to discharge via an approved pre-treatment system to an approved first flush treatment and disposal system.</p> <p>a. Unless otherwise accepted by the Council Planning Engineer, the stormwater pre-treatment system shall consist of:</p> <p>i. An approved Gross Pollutant Trap proprietary device (Stormwater360 Cascade Separator, Hynds First Defence High Capacity or Atlan Vortceptor).</p> <p>b. Unless otherwise approved by the Council Planning Engineer, the stormwater treatment system shall consist of:</p> <p>i. Stormwater360 Filterra proprietary treatment devices designed to treat the runoff generated from 5mm/hr rainfall intensity.</p>	<p>Updated to reflect CCC condition in their Appendix 16 and amended to delete reference to swales and basins to address CIAL comments. As a Stormwater360 Filterra proprietary treatment device is now specified in the plans CGL do not need the flexibility offered by including the other options in this condition.</p> <p>Have changed approval to acceptance to be consistent with other conditions requiring later CCC 'sign offs' under the IDS.</p>
62.	<p>Treated stormwater and stormwater in excess of the first flush treatment system capacity generated within public roads shall discharge into a rapid soakage disposal system. The rapid soakage system shall:</p> <p>a. Consist of infiltration soak pits or trenches designed in general accordance with WWDG Part 6.5, and;</p> <p>b. Provide sufficient storage and soakage to dispose of stormwater generated from the critical two percent annual exceedance probability storm event.</p> <p>c. Provide an array of redundant "capped off" rapid soakage chambers or trenches providing at least double the design soakage capacity.</p>	<p>Updated to reflect CCC condition in their Appendix 16 and amended to delete reference to above ground stormwater storage to address CIAL comments.</p>



63.	<p>Lots 1 – 126 shall provide first flush stormwater treatment and rapid soakage systems within the site at the time of building consent for hardstand areas.</p> <p>The following consent notice shall be registered on the title of Lots 1 – 126 to ensure ongoing compliance with consent conditions:</p> <ol style="list-style-type: none"> Stormwater generated from the roofs of all buildings within this allotment shall be collected via a sealed stormwater system separated from all other stormwater and discharged into an onsite rapid soakage disposal system. The rapid soakage infiltration system shall be designed to dispose of the runoff generated from the critical 2 percent annual exceedance probability storm event. Roofs and flashings of all buildings within the site shall be low-zinc and low-copper generating materials (those generating less than 20 parts per million dissolved zinc and less than 3 parts per million dissolved copper, i.e.; painted steel, non-zinc treated aluminium, BUR, Modified Bitumen, Single Ply/Thermoset Membrane, Thermoplastic Polyolefin). If zinc-generating or copper-generating materials are used, treatment of stormwater runoff from the full roof area shall be provided using an approved treatment device designed to remove at least 80% of dissolved zinc and/or copper in stormwater. Stormwater runoff from all hardstanding areas within this allotment shall be captured, treated and disposed of via private onsite treatment and soakage systems within the boundaries of the lot. The stormwater management and disposal system shall be sized to capture, contain and dispose of the runoff generated from the critical 2 percent annual exceedance probability storm. The first flush of stormwater runoff from all sealed surfaces within this allotment shall be treated prior to disposal into land. The onsite stormwater treatment system shall be designed by a suitably qualified and experienced person, shall be tailored to the specific proposed site activities, and shall be submitted for acceptance by the Christchurch City Council Planning Engineer prior to installation. Sites engaging in any of the activities listed in Environment Canterbury’s Land and Water Regional Plan Schedule 3 Hazardous Industries and Activities (or successor schedule) shall submit a Stormwater Quality Management Plan for acceptance by the Christchurch City Council Planning Engineer. <p>Advice Note: This is an on-going condition and a consent notice will be issued under section 221 of the Act at the time of section 224(c) certificate.</p>	<p>Updated to reflect CCC new condition in their Appendix 16, with small amendment to remove ‘roofs’. Condition wording agreed between CGL and CCC.</p>
64.	<p>Stormwater in excess of the stormwater management and disposal system capacity shall be discharge to the Council network (roads or drains) via spillways or overland flow paths designed to avoid scour and erosion.</p>	<p>Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.</p>
	<p>[Deleted].</p>	<p>Accept CCC deletion as now included under a single consent notice condition above.</p>
	<p>[Deleted].</p>	<p>Accept CCC deletion as now included under a single consent notice condition above.</p>
65.	<p>Prior to vesting of reserves the consent holder shall confirm, by Detailed Site Investigation and/or Validation Report (if required) that soil contaminants within all Local Purpose (Utility) Reserves containing stormwater basins or soakage systems are below ANZECC SQG-High Sediment Quality guidelines.</p>	<p>Original applicant condition. Condition wording agreed between CGL and CCC.</p>
66.	<p>The primary stormwater reticulation network shall be designed to convey (at minimum) the critical twenty percent annual exceedance probability storm event. No flooding of private property shall occur during the critical ten percent annual exceedance probability storm event.</p>	<p>Original applicant condition. Condition wording agreed between CGL and CCC.</p>
67.	<p>Prior to the commencement of engineering works, the consent holder shall demonstrate, by means of appropriate site testing (by a suitably qualified professional) that the ‘design’ soakage rates for the infiltration systems are able to be</p>	<p>Original applicant condition.</p>



	achieved within the stormwater disposal sites. Measured soakage rates, determined by test, shall be reduced by a factor of three (or more) in the final design of the soakage system.	Condition wording agreed between CGL and CCC.
68.	At the time of excavation of the actual infiltration site(s) during the construction phase of the development, the Consent Holder shall confirm that the initial assumptions of infiltration rates, derived from the preliminary testing, are appropriate.	Original applicant condition. Condition wording agreed between CGL and CCC.
	[Deleted].	Deletion of this condition is proposed as 'soil absorption basins' are no longer proposed as part of the Stormwater360 Filterra Bioscape system.
69.	The consent holder shall provide easement in gross over any infrastructure located outside of Local Purpose (Utility) Reserves or legal road.	Original applicant condition. Condition wording agreed between CGL and CCC.
70.	Earthworks shall not cause adverse flooding effects on other land. The consent holder shall provide a report summarizing any effects of disruption of overland flow or displacement of ponded floodwaters caused by filling within the site, and identify all measures proposed to avoid, remedy or mitigate those effects. This report shall form part of the Engineering Design Report.	Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
71.	The designer of the stormwater management system shall provide a report which identifies all overland flow paths proposed for storm events that exceed the capacity of the reticulated stormwater network. All overland stormwater flow paths are to be identified and protected by an easement in favour of Christchurch City Council, if required.	Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
72.	A stormwater design and flood modelling report shall be provided for the subdivision which addresses the critical 10%, 2% and 0.5% annual exceedance probability rainfall events in the post-development scenario. This report shall form a part of the Engineering Design Report and shall include (but may not be limited to) the following information in PDF and GIS *.shp file format: a. A plan showing design ground levels (100mm contours or appropriate) and proposed secondary flow paths. b. A plan showing the predicted extent of flooding (for flood depths in excess of 100mm) for the critical 2 percent and 0.5 percent annual exceedance probability rainfall events. c. A plan showing predicted floodwater levels for the critical 2 percent and 0.5 percent annual exceedance probability rainfall events marked at every 10m interval along all overland flow paths. d. All elevations shall be in NZVD2016.	Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
73.	All boundaries between-allotments and Local Purpose (Utility) Reserves shall be fenced. The design and placement of fencing shall form part of the Engineering or Landscape submission.	Original applicant condition with word 'residential' removed. Condition wording agreed between CGL and CCC.
74.	Safe and adequate access to all stormwater management and mitigation facilities for operation and maintenance, including sediment removal, shall be provided and designed in accordance with WWDG Sections 6.8 & 6.9.	Original applicant condition. Condition wording agreed between CGL and CCC.
75.	A Maintenance and Operations manual for all stormwater water management systems shall be provided and shall form part of the Resource Consents and 3 Waters Asset Planning - Stormwater & Waterways Unit acceptance. This manual is to include a description of the activity, the design assumptions, maintenance schedule and monitoring requirements.	Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
76.	The consent holder shall provide as-built plans of the stormwater management systems and confirm that they have been constructed in accordance with the approved plans and comply with the IDS, particular Part 3: Quality Assurance and Part 12: As-Builts.	Original applicant condition. Condition wording agreed between CGL and CCC.



	[Deleted].	Deletion of this condition is proposed as 'soil absorption basins' are no longer proposed as part of the Stormwater360 Filterra Bioscape system.
77.	<p>The consent holder shall operate all stormwater infrastructure to vest into Council for the below engineering defects periods:</p> <p>a. The engineering defects period for the stormwater treatment and infiltration systems is 2 years (24 months) from Practical Completion Certificate.</p> <p>b. The engineering defects period for all other stormwater infrastructure is 24 months following the issue of the Section 224(c) certificate.</p>	<p>Regarding the defect's liability in (a), the proposed condition is considered very onerous by Mr O'Neill the applicants Stormwater Engineer. He notes that there will be ESCP's in place for individual lot development, also those ESCP's will involve management and disposal of construction related Stormwater to ground within each individual site via construction soakpits. There is little to no risk of Stormwater runoff exiting individual development lots and entering the CCC Stormwater reticulation system. The high infiltration capacity of the onsite soils also significantly mitigates any potential runoff risk.</p> <p>In addition, there is a pre-treatment device (SW360 Cascade GPT) upstream of the bioscape which provides significant TSS removal prior to Stormwater entering the bioscape, therefore the bioscape has a high degree of protection between that and the protecting mulch layer.</p> <p>Further the threshold in this condition is set wrong as there is not 44.4 ha of developable land once road, reserves and the REPA are removed.</p> <p>On this basis Mr O'Neill has advised a defect period of two years from Practical Completion Certificate, which exceeds the 12 months specified in the IDS.</p>
Access Construction Standards		
78.	The access formation must be designed and constructed in accordance with the CCC Infrastructure Design Standard. Physical works must not commence until a Council engineering officer confirms that the Design Report, Plans and Design Certificate complying with clause 3.3.2 of the IDS and the Contract Quality Plan and Engineer's Review Certificate complying with clause 3.3.3 has been received and accepted by Council.	<p>Updated to reflect CCC new condition in their Appendix 16.</p> <p>Condition wording agreed between CGL and CCC.</p>
Transport		
79.	<p><u>Street Lighting</u></p> <p>Street lighting is to be installed in the new road(s) to vest in compliance with Part 11 (Lighting) of the Infrastructure Design Standard.</p> <p>Streetlights must use of warm colour temperature ($\leq 3000K$) and light streets within 500m of the runway to PR4 standard ($>1.3lux$ average, $<2.5lux$ maximum).</p> <p>Streetlights must not shine above the horizontal.</p>	Original applicant condition, updated to reflect text amendment from CIAL to protect airport operations.
80.	<p><u>Traffic Safety Audit</u></p> <p>The applicant must provide traffic safety audits undertaken by a suitable qualified independent traffic engineer at the engineering acceptance stage (design) and at works completion (post construction).</p> <p>Detailed engineering design for the transport network must ensure the recommendations of the Safety Engineer in the preliminary scheme design (concept) safety audit are incorporated in the design or provide a satisfactory response to the recommendations if not being incorporated.</p>	<p>Condition updated to reflect Transport response from Mr Fuller.</p> <p>The current traffic safety audit condition requires that the detailed engineering design of the transport network must incorporate the recommendations from the preliminary safety audit conducted by the Safety Engineer. However, there is a concern that the audit process might reopen discussions on issues previously resolved in the Panel's decision and conditions, such as the undergrounding of power poles or the provision of a shared path (see condition below).</p> <p>To address this, it is suggested that the condition be amended so that the design must either incorporate these recommendations or provide a satisfactory response, allowing flexibility and recognition of matters already settled.</p>
81.	<p><u>Existing Road Frontage</u></p> <p>Ryans Road frontage is to be upgraded at the cost of the consent holder to include a service strip, kerb and channel, car parking and landscaping in general accordance with the stamped approved plan set.</p>	<p>The applicant does not accept the Council's proposed amendments to this condition that require the provision of a 2.5m wide shared path on both the Ryans Road and Grays Road frontages and the undergrounding of powerlines on the Ryans Road frontage.</p> <p>As noted in Mr Fuller's Transport response, there is uncertainty about whether this can be accommodated within the existing Ryans Road corridor, as widening may impact the water race on Ryans Road or require</p>



	Grays Road frontage is to be upgraded at the cost of the consent holder to include a service strip, kerb and channel and landscaping, in general accordance with the stamped approved plan set.	<p>shifting the road centreline. The shared path would be an isolated facility, with no onward connections to existing shared paths in the area. As such, Mr Fuller considers the effects of not providing this shared path are acceptable.</p> <p>Further, Mr Fuller is of the view that undergrounding the powerlines on Ryans Road would add additional cost without any benefit to traffic safety.</p> <p>CCC's other amendments to specify, service strip, kerb and channel, car parking (Ryans Road) and landscaping rather than the applicant proposed more general condition are accepted.</p>
82.	<u>Intersection Design</u> Intersection Design is to be as per the Capture Land Development Drawings, and subject to the IDS and CSS.	<p>Updated to reflect CCC new condition in their Appendix 16.</p> <p>Condition wording agreed between CGL and CCC.</p>
	[Deleted].	Accept CCC's recommendation to delete as covered in Condition 5 above.
83.	<u>Turning Facilities</u> The subdivision design must provide for adequate rubbish truck turning facilities which is legally secured within the application site at each stage.	<p>Updated to reflect CCC new condition in their Appendix 16.</p> <p>Condition wording agreed between CGL and CCC.</p>
Construction Stage Lighting		
84.	No construction activities requiring external artificial lighting may occur during the hours of darkness, except where: i. A temporary works management plan addressing construction lighting and notification protocols is prepared. [Advice note: Such a plan should be prepared in accordance with Christchurch Airport's "Requirements for Working at the Airport" document]; and ii. Airport operator consent is obtained from Christchurch International Airport Limited; and iii. Civil Aviation Authority (CAA) authorisation is obtained under Civil Aviation Rule Part 77; and iv. Construction lighting is operated in accordance with all requirements specified in clauses i-iv. of this condition.	Condition amended to provide for construction phase lighting, where authorised by by CIAL and CAA, consistent with new condition 9b.
Landscaped Setback Ryans and Grays Roads		
85.	The proposed landscaping must be in accordance with the Landscape Plans prepared by DCM Urban and submitted with the application dated 18 November 2025 Revision L (and attached to the Capture Land Development Plans as pages 55 – 65). The proposed landscaping must be established on site within the planting season (extending from 1 April to 30 September).	<p>Updated to reflect CCC new condition in their Appendix 16.</p> <p>Condition wording agreed between CGL and CCC.</p>
86.	a. A Landscape Concept, Maintenance and Management Plan shall be prepared by a suitably qualified landscape architect and include the following: i. A comprehensive landscape concept for the 3m landscape strip extending from Ryans Road and Grays Road; ii. A schedule of plant species; iii. A statement of compliance with approved landscape plans and relevant landscape conditions of this consent; iv. A maintenance schedule including for the establishment period. b. Landscaping shall be established in accordance with the Landscape Concept, Maintenance and Management Plan. c. The following conditions must be recorded pursuant to Section 221 of the RMA in a consent notice registered on the titles of Lots 1-10, 20-21, 40-41, 55-61, 63-70, 121: Landscaping on this lot shall be maintained in accordance	<p>Updated to reflect CCC new condition in their Appendix 16.</p> <p>Condition wording agreed between CGL and CCC.</p>



	with the attached Landscape Concept, Maintenance, and Management Plan. Any dead, diseased, or damaged landscaping must be replaced by the consent holder within the following planting season (extending from 1 April to 30 September) with trees/shrubs of similar species to the existing landscaping Note: This is an ongoing condition of Consent for which a consent notice pursuant to s221 of the Resource Management Act will be issued.	
	[Deleted].	Deleted as these details are now all contained in condition 88 to avoid duplication allow for a single consent notice.
87.	No fencing shall be located forward of (i.e. in front of) the 3m wide landscape strips along the Ryans Road or Grays Road frontages. Note: This is an ongoing condition of Consent for which a consent notice pursuant to s221 of the Resource Management Act will be issued.	New CCC condition from Appendix 16, updated to reflect Landscape and Visual Amenity assessment from DCM. The CCC wording is confusing as it references the internal boundary where there is not one.
	[Deleted].	Conditions proposed by CCC not agreed. Propose to delete the condition as a 3m wide landscape strip consisting of large trees is already required as a consent condition on these frontages and the condition results in unnecessary repetition and requirements.
	[Deleted].	Conditions proposed by CCC not agreed. Propose to delete the condition, noting that the height of stacked shipping containers is otherwise controlled in the land use consent and any containers would be located behind the 3m landscape setback and outside of the 5m road boundary setback.
	[Deleted].	Conditions proposed by CCC not agreed. Propose to delete the condition, noting that in the IG zone no landscaping is required along rural boundaries or within car parking areas and there is already a 3m wide landscape strip consisting of large trees required as a consent condition on these frontages and the condition results in unnecessary repetition and requirements. Further increasing the number of trees on site is not consistent with the WHMP, noting there is a balance to be struck between providing visual screening and not creating attractive bird habitat.
	[Deleted].	Conditions proposed by CCC not agreed. Propose to delete the condition, noting that DCM assessment does not consider that this is necessary mitigation and no other IG zones in the city adjoining rural zones contain such restrictions.
	[Deleted].	Conditions proposed by CCC not agreed. Propose to delete the condition as the larger sized lots on Ryans Road may contain two vehicle crossings (in compliant locations/ separation distances etc.. under the Transport Rules) as this may be the most efficient way to provide for heavy vehicle movement through a site. In terms of visual effects this is supported by the DCM assessment.
Reserve Landscape Plans		
88.	Landscape Plans (in general accordance with the DCM Urban set pages 55 – 65 of the approved consent plans) and an accompanying Design Report for Reserves (Lots 200-201) are to be submitted to Technical Design Services (Landscape Architecture and Environment Team at landscape.approval@ccc.govt.nz) for acceptance.	Updated to reflect CCC new condition in their Appendix 16, with additional reference back to the landscape plans prepared by DCM Urban being approved as part of this application. Noting that these plans now contain a higher level of information than typical at subdivision stage and the unique location in relation to managing bird strike risk.
89.	The Landscape Plans (in general accordance with the DCM Urban set pages 55 – 65 of the approved consent plans) and Design Report are to provide sufficient detail to confirm compliance with the requirements of the IDS, the CSS, and the WWDG (current versions): All landscaping required by this condition is to be carried out in accordance with the accepted plan(s) at the Consent Holder's expense, unless otherwise agreed. Advice Note: 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.	Updated to reflect CCC new condition in their Appendix 16, with additional reference back to the landscape plans prepared by DCM Urban being approved as part of this application. Noting that these plans now contain a higher level of information than typical at subdivision stage and the unique location in relation to managing bird strike risk. Advice note added by CGL to ensure consistency with WHMP for bird strike risk.



90.	Prior to Council's practical completion inspection and acceptance, the consent holder must submit (to the Landscape Architecture and Environment Team at landscape.approval@ccc.govt.nz) all required completion documentation in accordance with IDS Part 10.3.4 Engineer's Report and the Quality Assurance System, to provide evidence that the work is completed in accordance with the accepted plans, the IDS, CSS and WWDG (current versions), and the conditions of consent.	Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
91.	The Consent Holder must maintain all landscape assets on Reserve Lots 200-201 to the standards specified in the CSS (current version) for the 24 months Establishment Period (Defects Liability), from the date of Council's practical completion acceptance until a final inspection and acceptance of the landscaping by Council. Acceptance will be based upon the criteria outlined in the CSS, Part 7 Landscapes (current version).	Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
92.	The Consent Holder is to maintain an accurate and up-to-date monthly report on the condition of the landscape assets and the works undertaken during the Establishment Period. The report must be submitted to the Landscape Architecture and Environment Team at landscape.approval@ccc.govt.nz within five days of the end of each month during the Establishment Period. (Refer: Monthly Establishment Report, CSS, Part 7 Landscape (current version).	Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
93.	The Consent Holder must enter into a separate bond with Council to the value of 50% of the cost to replace and establish all plants, trees, and turf on reserves. The bond will be held for the Establishment Period of a minimum of 24 months and may be extended by a further 12 - 24 months for the replacement planting(s), as required. The bond will be released after the landscape assets have been inspected and accepted by Council at final completion / handover. Where works have not obtained practical completion acceptance by Council prior to the issuing of the Section 224(c) certificate, the value of the bond will be 100% of the cost of all landscape improvements.	Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
94.	Any replacement plantings and extended establishment period required due to plant, trees, and turf not being accepted are to be carried out at the Consent Holder's expense.	Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
Streetscape Landscape Plans		
95.	Landscape plans (in general accordance with the DCM Urban set pages 55 – 65 of the approved consent plans) and an accompanying Design Report for street trees and street garden beds are to be submitted to the Technical Design Services (Landscape Architecture and Environment Team at landscape.approval@ccc.govt.nz) for acceptance under the IDS. Advice note: <i>Grassed berms within road reserves do not form part of the landscape acceptance or landscape bond.</i> Advice Note: <i>Planting is also required to comprise of species in Appendix 6.11.9 Plant Species for Water Bodies and Stormwater Basins in the Bird strike Management Area in Appendix 6.11.7.5 to meet the WHMP.</i>	Updated to reflect CCC new condition in their Appendix 16. Updated with additional reference back to the landscape plans prepared by DCM Urban being approved as part of this application. Noting that these plans now contain a higher level of information than typical at subdivision stage and the unique location in relation to managing bird strike risk. Advice note added by CGL to ensure consistency with WHMP for bird strike risk
96.	The Landscape Plans and Design Report are to provide sufficient detail to confirm compliance with the requirements of the IDS (current version) and the CSS (current version). All landscaping required by this condition is to be carried out in accordance with the plan(s) at the Consent Holder's expense, unless otherwise agreed.	Original applicant condition. Condition wording agreed between CGL and CCC.
97.	Prior to Council's practical completion inspection and acceptance, the consent holder must submit (to the Landscape Architecture and Environment Team at landscape.approval@ccc.govt.nz) all required completion documentation in accordance with IDS Part 10.3.4 Engineer's Report and the Quality Assurance System, to provide evidence that the work is completed in accordance with the accepted plans, the IDS and CSS (current versions), and the conditions of consent.	Original applicant condition. Condition wording agreed between CGL and CCC.
98.	The Consent Holder must maintain all landscape assets within road corridors to the standards specified in the CSS (current version) for the 24 months Establishment Period (Defects Liability) from the date of Council's practical completion acceptance until final inspection and acceptance of the assets by Council. Acceptance must be based upon the criteria outlined in the CSS, Part 7 Landscapes.	Original applicant condition. Condition wording agreed between CGL and CCC.



99.	The Consent Holder is to maintain an accurate and up-to-date monthly report on the condition of the landscape assets and the works undertaken during the Establishment Period (Defects Maintenance). The report must be submitted to the Landscape Architecture and Environment Team at landscape.approval@ccc.govt.nz within five days of the end of each month during the Establishment Period. (Refer: <i>Monthly Establishment Report</i> , CSS, Part 7 Landscape (current version).	Original applicant condition. Condition wording agreed between CGL and CCC.
100.	The Consent Holder must enter into a separate bond with Council to the value of 50% of the cost to replace and establish all street trees and street garden beds. The bond will be held for the Establishment Period of a minimum of 24 months and may be extended by a further 24 months for the replacement planting(s), as required. The bond will be released after the trees have been accepted by Council at final completion / handover. Advice note: Where works have not obtained practical completion acceptance by Council prior to the issuing of the Section 224(c) certificate, the value of the bond will be 100% of the cost of all landscape improvements.	Original applicant condition. Condition wording agreed between CGL and CCC.
101.	Any replacement plantings and extended establishment period required due to street trees or street garden beds not being accepted are to be carried out at the Consent Holder's expense.	Original applicant condition. Condition wording agreed between CGL and CCC.
102.	<u>Final Completion / Handover (Reserves and Streetscapes)</u> Prior to Council's final completion inspection and acceptance of the assets at the end of the 24 month Establishment Period, the Consent Holder must submit all required completion documentation in accordance with IDS Part 2:2.12 Completion of Land Development Works and the Quality Assurance System, to provide evidence that the work has been completed and maintained in accordance with the agreed standards and conditions of this consent. Where it is not possible to determine the condition of the assets due to seasonal constraints (e.g. trees not being in full leaf) then the final inspection and final completion may be delayed until the condition of the assets can be accurately determined.	Original applicant condition. Condition wording agreed between CGL and CCC.
Paparua Water Race		
103.	Prior to commencement of works within 5m of the Paparua Water Race, the consent holder shall engage a suitable qualified and experienced Freshwater Ecologist to undertake surveys of aquatic ecology values in the approximate 920m of water race adjacent to the site. This shall include targeted searches for freshwater mussels (kākahi). Results shall be entered into the NZ Freshwater Fish Database and supplied to the Council's Waterways Ecologist Planner by way of email to rcmon@ccc.govt.nz .	New condition to reflect the intent of CCC's proposed condition for aquatic surveys, amended to be consistent with the condition wording on the Regional Council Land use/ Earthworks Consent.
104.	If freshwater mussels (kākahi) are found to be present in the water race, where possible (recognising other constraints such as power pole locations and transport safety matters) culvert placement should avoid identified mussel locations. Where avoiding mussel location is not possible, prior to culverts being installed the mussels shall be relocated by the Project Freshwater Ecologist to a suitable location within the Paparua Water Race.	New condition to reflect the intent of CCC's proposed condition for culvert location, amended to be consistent with the condition wording on the Regional Council Land use/ Earthworks Consent.
105.	The consent holders engineer shall prepare detailed design plans of the road culverts and the vehicle access culverts. The detailed design culvert plans are to be certified by the consent holders suitably qualified Freshwater Ecologist as meeting the relevant best practice guidelines for fish passage. The engineering plans and Freshwater Ecologist certification shall be provided to the Council's Waterways Ecologist Planner by way of email to rcmon@ccc.govt.nz at least 10 working days before installation of the culverts begins.	New condition to reflect the intent of CCC's proposed condition for a Freshwater Ecologist to be involved in culvert design/ fish passage recommendations, amended to be consistent with the condition wording on the Regional Council Land use/ Earthworks Consent.
106.	A Fish Management Plan shall be prepared by a suitably qualified freshwater ecologist and submitted to Council's Waterways Ecologist Planner for their records by way of email to rcmon@ccc.govt.nz at least 10 working days before installation of the culverts begins. The plan should include the following as a minimum: a. Locations where the plan will be implemented;	New condition to reflect the intent of CCC's proposed conditions for a fish salvage and management amended to be consistent with the condition wording on the Regional Council Land use/ Earthworks Consent.



	<ul style="list-style-type: none"> b. Methods to ensure fish cannot access works areas; c. Protocols to be followed including methods to rescue and relocate fish; d. Person/s responsible ensuring the plan is implemented; e. Protocols if pest fish are encountered; f. Protocols to ensure fish are not entrained in pumps during pumping (water pumping should have fish screens with a maximum mesh width and height size of three millimetres). 	
107.	<p>In the event that fish are required to be salvaged and relocated to an appropriate waterway. The fish salvage must include the following measures:</p> <ul style="list-style-type: none"> a. Be conducted by or under supervision of a certified, suitably qualified and experienced Freshwater Ecologist; b. Be in general accordance with Canterbury Regional Council and Christchurch City Council's "Fish Salvage Guidance for Works in Waterways" (12 October 2017) and the Ministry for the Environment's "National works in waterways guideline" (2021); c. The fish must be relocated to a habitat deemed suitable by the certified, suitably qualified and experienced Freshwater Ecologist after consultation with appropriate experts from the Ministry for Primary Industries, the Department of Conservation, and Fish and Game; d. The certified, suitably qualified and experienced freshwater ecologist must hold any necessary permits and approvals required by the Ministry for Primary Industries, Department of Conservation and Fish and Game to conduct fish salvage. 	New condition to reflect the intent of CCC's proposed conditions for a fish salvage and management amended to be consistent with the condition wording on the Regional Council Land use/ Earthworks Consent.
108.	<p>Following the completion of works, the consent holder shall provide to Council's Waterways Ecologist by way of email to rcmon@ccc.govt.nz records of any fish captured and relocated. This record shall include:</p> <ul style="list-style-type: none"> a. The location where fish were captured; b. The species and number of fish captured; and c. The location where fish were relocated. 	New condition to be consistent with the condition wording on the Regional Council Land use/ Earthworks Consent.
	[Deleted].	<p>Delete suggested CCC condition requiring additional riparian planting details be provided to CCC for approval, noting that Mr Arthur the applicant's Ecologist considers that this condition is not in keeping with the status of the waterway as an artificial watercourse. The current planting plan providing a single row of Carex either side of the water race and the 3m planting strip on the Ryans Road frontage are considered adequate by Mr Arthur.</p> <p>Further in this location there are multiple competing priorities to manage (e.g. roading, bird strike risk, visual screening of the industrial development etc.) that are at odds with a conventional planting design for natural streams.</p>
Herpetology - Lizard Management Plan		
	LMP conditions deleted.	LMP and related Wildlife Act Approval conditions deleted from CCC Subdivision Consent and placed in separate section in Part 3 below to be administered by DOC (who are best placed to administer the conditions/ compliance in regard to Lizards).



Avifauna Management – Wildlife Hazard Management Plan		
	<p>Bird strike Management –Stormwater Basin</p> <p>Condition Deleted.</p>	<p>Condition deleted to reflect new stormwater management system Stormwater360 Filterra Bioscape proposed in the application. Given this is now a rapid infiltration system that will drain within 'minutes' of a rain event rather than 'hours' birds being attracted to ponded water is no longer a possibility. There is also no grass sward within the bioscope which reduces the risk of birds being attracted to the area in dry conditions.</p> <p>As the system creates a small depression there is a low possibility that birds could shelter from weather and human presence. However, Ms Civil considers this is already adequately covered off in the broader WHMP and does not require a specific condition.</p>
109.	<p>Prior to any development works commencing on the application site, the 'Draft Wildlife Hazard Management Plan' (WHMP) prepared by PDP and submitted with the application must be finalised by the Consent Holders suitably qualified Ecologist specialising in Avifauna, for certification by CCC under Condition 110 below.</p> <p>The final WHMP shall cover bird strike hazards during both the construction stage and the operational phase (for the lifetime for the development) to address the ongoing management and monitoring of bird strike risk at 104 Ryans Road and 20 Grays Road to ensure that the development will not increase the existing level of bird strike risk at Christchurch International Airport.</p> <p>a. The final WHMP must be prepared:</p> <ol style="list-style-type: none"> i. Giving consideration to consistency with the Christchurch International Airport Limited (CIAL) WHMP to detail management methods to help reduce bird strike risk associated with the site and CIAL airport operations; and ii. Giving CIAL and in particular their suitably qualified Ecologist specialising in Avifauna and Wildlife Manager an opportunity to participate in further consultation with the Consent Holders suitably qualified Ecologist / Avifauna expert. If CIAL does not provide a response to the WHMP within 20 working days of receiving it, the consultation will be deemed as satisfied. Evidence of this consultation (or the opportunity provided to do so) is to be submitted to CCC with the certification. <p>b. Specifically, for the construction phase the final WHMP must include as a minimum:</p> <ol style="list-style-type: none"> i. Pre-development mitigation measures (e.g., mowing site grass to disperse birds in a southward direction away from the CIAL flight path). ii. Passive and active management methods including, surveillance and monitoring, grounds management specifications (i.e., recommended grass heights to deter high-risk species), and seasonal bird counts (this could be completed by CIAL and/or site surveillance personnel). iii. Management of earthworks including location and size of stockpiles, seasonal timing of earthworks, size of areas being earth worked or depressions in the ground that may result in ponding water. iv. Landscape design standards to avoid bird attracting plant and grass species. v. Communication plan of development timelines with CIAL before development works take place to mitigate potential avifauna issues and offer support if any issues arise. vi. Appointment of a Site Manager responsible for implementing the WHMP and provision of their contact details to CIAL. <ul style="list-style-type: none"> • Roles and responsibilities - including liaising with external stakeholders (e.g., CIAL) to determine the obligations of respective organisations and their personnel. • Monitoring and review procedures of WHMP, including liaison with CIAL with increases in bird numbers onsite being communicated so appropriate counter-measures can be implemented. <p>c. Specifically, the WHMP for the operational phase must include as a minimum:</p>	<p>Condition updated to reflect that a 'Draft WHMP' has now been written by the Applicant's Ecologist (specialising in Avifauna) Ms Civil from PDP, which has been submitted to the Panel as part of the Applicant's s55 response. The Draft WHMP has addressed the bird strike matters raised in CIAL's comments on the application and this is detailed by Ms Civil in a memo attached with the Applicant's response.</p> <p>The draft WHMP was sent to CIAL on 30 October, and a meeting was held with their Planner Mr Jesse Aimer on 11th November. Mr Aimer provide some high-level feedback at the meeting which has been addressed in the Draft WHMP. Mr Aimer confirmed that the Draft WHMP had not been sent to their Avifauna experts (Avisure) or Wildlife Manager for review.</p> <p>CCC's standard condition for bird management during earthworks and construction has not been included as it is otherwise covered in the DRAFT WHMP. Further it is noted that birds protected by the Wildlife Act have not been observed on site during PDP's survey and it is not anticipated that earthworks will disturb the nests of any of these species.</p>



	<ul style="list-style-type: none"> i. On going roles and responsibilities for the lifetime of the development - including liaising with external stakeholders (e.g., CIAL) to determine the obligations of respective organisations and their personnel. ii. Passive and active management methods – surveillance and monitoring, grounds management specifications (i.e., recommended grass heights to deter high-risk species), and seasonal bird counts (this could be completed by CIAL and/or site surveillance personnel). iii. Landscape design standards and mitigations to avoid bird attracting plant and grass species iv. Waste and pest management procedures for lots/ activities. v. Mitigation options in relation to flat roof buildings and roosting/ nesting in building rafters. vi. Lighting designed not to attract insects which are a food source for birds. vii. Monitoring and review procedures of WHMP – this must include liaison with CIAL with increases in bird numbers onsite being communicated so appropriate counter-measures can be implemented. viii. In addition to monitoring by the site manager, annual bird counts conducted by an avian ecologist for 5 years following development is necessary to monitor the impacts of management measures in place. 	
110.	<p>The WHMP required by Condition 109 above must be provided to CCC (via email to rcmon@ccc.govt.nz) for certification by their Ecologist specialising in Avifauna at least 10 working days prior to any works commencing on site. The Ecologist specialising in Avifauna must certify the WHMP if:</p> <ul style="list-style-type: none"> a. Evidence is provided of consultation with CIAL's Ecologist specialising Avifauna and/ or Wildlife Manager, including an explanation of how any feedback raised by them have been incorporated in the final WHMP. b. In accordance with (109 a. ii) if CIAL does not provide a response to the WHMP within 20 working days of receiving it, Condition 110(a) may be deemed satisfied. c. The matters in conditions 109 b. and c. are included in the WHMP. 	New condition to address CIAL's request for the WHMP to be certified by CCC's Ornithologist or Ecologist specialising in Avifauna prior to site works commencing.
111.	Once certified under Condition 110, the WHMP must be implemented at all times by the Consent Holder and any contractors during the construction phase and by the owners and operators of lots 1 – 126, Lots 200 – 201 and Lots 400 and 500 as they are developed with buildings and activities are established and operated.	New condition requiring the certified WHMP to be implemented at all times.
112.	A consent notice regarding on going adherence to the certified WHMP in Conditions 110 and 111 above shall be placed on each title (Lots 1 – 126, Lots 200 and 201 and Lots 400 and 500).	Original applicant condition. Condition wording agreed between CGL and CCC.
Existing Buildings		
113.	Buildings located over the new lot boundaries and/or as shown on the application plan are to be demolished or removed.	Original applicant condition. Condition wording agreed between CGL and CCC.
Telecommunications and Energy		
114.	All lots must be provided with the ability to connect to a telecommunications and electrical supply network at the boundary of the net area of each lot. For rear lots, evidence must be provided by the surveyor (in the form of as-builts and / or photos) that ducts or cables have been laid to the net area of each lot.	Original applicant condition. Condition wording agreed between CGL and CCC.
115.	The consent holder is to provide a copy of the reticulation completion letter from the telecommunications network operator and the s224 clearance letter from the electrical energy network operator.	Original applicant condition. Condition wording agreed between CGL and CCC.



Consent Notices	
<p>116. The following consent notices pursuant to Section 221 of the Resource Management Act 1991 will be issued by the Council:</p> <p>a. Condition 48 Water Supply: The following condition must be recorded pursuant to Section 221 of the RMA in a consent notice registered on the titles of each Lot:</p> <ul style="list-style-type: none"> i. This allotment shall be served by the Christchurch City Council’s pressurized water supply network and requires the installation of a high-hazard backflow prevention device. An application for water connection must be submitted to Christchurch City Council either online or by completing a WS1 form (application for water supply), including a water supply site plan. The water connection will not be activated until confirmation is provided to Council that an approved backflow prevention device has been installed. The backflow prevention device must be installed within the property boundary, on private land, as close as practicable to the water meter at the point of supply. <p>b. Condition 57 Wastewater: The following conditions must be recorded in a consent notice registered on the titles of each Lot:</p> <ul style="list-style-type: none"> i. The property is connected to a local pressure sewer system that has been designed to accommodate specific wastewater flow limits. Wastewater discharge from the property shall not exceed an average daily flow of 0.09 litres per second per hectare. ii. This allotment shall be serviced by a local pressure sewer unit consisting of a pump, remote monitoring control panel and storage chamber capable of accommodating at least 24 hours of wastewater flow. The unit must be supplied by either Aquatec or EcoFlow and installed at the building consent stage by a Council authorised drainlayer (Pressure Sewer Tanks), in accordance with the requirements for local pressure sewer units as specified under a Building Consent. iii. The owner must enter into a management agreement with the supplier of the local pressure sewer unit. This agreement shall provide Council with the necessary rights to monitor and control (as may be required) the pumping regime to support the operation and maintenance of the local pressure sewer catchment. iv. The owner is responsible for the ongoing operation and maintenance of the local pressure sewer unit and control panel. <p>c. Condition 63 Stormwater: The following consent notice shall be registered on the title of Lots 1 – 126 to ensure ongoing compliance with consent conditions:</p> <ul style="list-style-type: none"> i. Stormwater generated from the roofs of all buildings within this allotment shall be collected via a sealed stormwater system separated from all other stormwater and discharged into an onsite rapid soakage disposal system. The rapid soakage infiltration system shall be designed to dispose of the runoff generated from the critical 2 percent annual exceedance probability storm event. ii. Roofs and flashings of all buildings within the site shall be low-zinc and low-copper generating materials (those generating less than 20 parts per million dissolved zinc and less than 3 parts per million dissolved copper, i.e.; painted steel, non-zinc treated aluminium, BUR, Modified Bitumen, Single Ply/Thermoset Membrane, Thermoplastic Polyolefin). If zinc-generating or copper-generating materials are used, treatment of stormwater runoff from the full roof area shall be provided using an approved treatment device designed to remove at least 80% of dissolved zinc and/or copper in stormwater. 	<p>Updated to reflect CCC requested wording with relevant conditions added. Condition wording agreed between CGL and CCC.</p>



	<p>iii. Stormwater runoff from all hardstanding areas within this allotment shall be captured, treated and disposed of via private onsite treatment and soakage systems within the boundaries of the lot. The stormwater management and disposal system shall be sized to capture, contain and dispose of the runoff generated from the critical 2 percent annual exceedance probability storm.</p> <p>iv. The first flush of stormwater runoff from all sealed surfaces within this allotment shall be treated prior to disposal into land. The onsite stormwater treatment system shall be designed by a suitably qualified and experienced person, shall be tailored to the specific proposed site activities, and shall be submitted for acceptance by the Christchurch City Council Planning Engineer prior to installation.</p> <p>v. Sites engaging in any of the activities listed in Environment Canterbury's Land and Water Regional Plan Schedule 3 Hazardous Industries and Activities (or successor schedule) shall submit a Stormwater Quality Management Plan for acceptance by the Christchurch City Council Planning Engineer.</p> <p>d. Condition 86 Landscaping: The following conditions must be recorded pursuant to Section 221 of the RMA in a consent notice registered on the titles of Lots 1-10, 20-21, 40-41, 55-61, 63-70, 121: Landscaping on this lot shall be maintained in accordance with the attached Landscape Concept, Maintenance, and Management Plan. Any dead, diseased, or damaged landscaping must be replaced by the consent holder within the following planting season (extending from 1 April to 30 September) with trees/shrubs of similar species to the existing landscaping.</p> <p>e. Condition 87 Fencing: No fencing shall be located forward of (i.e. in front of) the 3m wide landscape strips along the Ryans Road or Grays Road frontages.</p> <p>f. Condition 112 Wildlife Hazard Management Plan: The certified WHMP must be implemented at all times by the Consent Holder and any contractors during the construction phase and by the owners and operators of lots 1 – 126, Lots 200 – 201 and Lots 400 and 500 as they are developed with buildings and activities are established and operated.</p> <p>Note: Council will prepare the Consent Notices.</p>	
Goods and Services Taxation Information		
117.	The subdivision will result in non-monetary contributions to Council in the form of land and/or other infrastructure that will vest in Council. Council's GST assessment form is to be completed to enable Council to issue a Buyer Created Tax Invoice.	New CCC recommended condition. Condition wording agreed between CGL and CCC.



Part 3: DOC Wildlife Approval Conditions – Lizards

Wildlife Permit - Authorised Activity		
1.	All works relating to lizard fauna, including capture and relocation must occur in accordance with the Lizard Management Plan prepared by PDP dated November 2025.	Condition updated to reflect DOC's Appendix A attached to the S51 Report. Updated to reflect new November LMP being submitted.
2.	The wildlife approval is for the capture, handling, and release of southern grass skinks (<i>Oligosoma</i> aff. <i>polychroma</i> 'Clade 5') and McCann's skinks (<i>Oligosoma maccanni</i>).	New condition to reflect DOC's Appendix A attached to the S51 Report.
3.	The incidental killing of southern grass skinks (<i>Oligosoma</i> aff. <i>polychroma</i> 'Clade 5') and McCann's skinks (<i>Oligosoma maccanni</i>) is authorised, provided that best efforts are taken to avoid incidental deaths in accordance with the Lizard Management Plan.	New condition to reflect DOC's Appendix A attached to the S51 Report.
4.	The DOC Operations Manager for Mahaanui is to be contacted immediately (mahaanui@doc.govt.nz) for further advice if wildlife other than southern grass skinks or McCann's skinks are located within the footprint of the development or within the release site.	New condition to reflect DOC's Appendix A attached to the S51 Report.
5.	The Approval Holder must implement all actions set out in the habitat enhancement and adaptive management sections of the Lizard Management Plan to ensure adequate mitigation of effects has been achieved.	New condition to reflect DOC's Appendix A attached to the S51 Report.
6.	This wildlife approval is valid for 10 years from the date of approval.	New condition to reflect DOC's Appendix A attached to the S51 Report.
Wildlife Permit - Lizard Capture and Handling		
7.	Lizards must only be handled by the Project Ecologist or under the direct supervision of them. The Project Ecologist is to be approved by DOC in writing, prior to works commencing.	New condition from DOC's Appendix A, amended to reflect Mr Arthur's suggestion and updates to the LMP, that it is more pragmatic to allow the Project Ecologist to be approved in writing by DOC rather than naming an individual at this stage in the process.
8.	Lizard capture, handling and relocation must only be undertaken between 1 October and 30 April when lizards are most active.	New condition to reflect DOC's Appendix A attached to the S51 Report.
9.	Capture and handling of lizards must involve only techniques that minimise the risk of infection or injury to the animal.	New condition to reflect DOC's Appendix A attached to the S51 Report.
10.	Capture and handling methods must follow those described in the Herpetofauna inventory and monitoring toolbox http://www.doc.govt.nz/our-work/biodiversity-inventory-and-monitoring/herpetofauna/ .	New condition to reflect DOC's Appendix A attached to the S51 Report.
11.	The Approval Holder must ensure all live capture traps are covered to protect lizards from exposure and minimise stress. Damp leaf litter or other material must be provided to reduce desiccation risk, and the bottom of the pit-fall trap must be perforated to allow drainage of water.	New condition to reflect DOC's Appendix A attached to the S51 Report.
12.	The Approval Holder must ensure all live capture traps, (e.g. pitfall traps and G-minnow traps), are checked at least every 24 hours.	New condition to reflect DOC's Appendix A attached to the S51 Report.
13.	The Approval Holder must sterilise any instruments that come in contact with the lizards and/or are used to collect or measure lizards between each location. A separate holding bag must be used for each animal. All gear should be thoroughly cleaned and dried between sites.	New condition to reflect DOC's Appendix A attached to the S51 Report.



14.	The Approval Holder must ensure lizards are temporarily held individually in a suitable container (e.g. breathable cloth bag) and held out of direct sunlight to minimise the risk of overheating, stress and death.	New condition to reflect DOC's Appendix A attached to the S51 Report.
Wildlife Permit – Death of wildlife associated with salvage activities		
15.	<p>If any lizards should die during the approved activities of catch, transfer or liberate, the Approval Holder must:</p> <ul style="list-style-type: none"> a. inform the Mahaanui DOC Operations Manager (mahaanui@doc.govt.nz) within 48 hours, chill the body if it can be delivered within 72 hours, or freeze the body if delivery will take longer than 72 hours; and b. for unexplained deaths (i.e not known deaths such as predation during trapping) send the body to Massey University Wildlife Post Mortem Service for necropsy OR as otherwise advised by the Mahaanui DOC Operations Manager, along with details of the animal's history; and c. pay for any costs incurred in investigation of the death of any lizard; and d. if required by the DOC Operations Manager, cease the Authorised Activity for a period determined by the DOC Operations Manager. 	New condition to reflect DOC's Appendix A, amended by Mr Arthur's opinion and in the LMP that it is unreasonable to undertake such an exercise in the event of known deaths (e.g., predation during trapping). It is 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.
16.	If any lizards are found injured as part of the Authorised Activity, the Approval Holder must contact the Project Ecologist to get advice on management of the lizard. The Approval Holder is authorised to euthanise injured lizard(s) on recommendation of the Project Ecologist or a veterinarian.	New condition to reflect DOC's Appendix A attached to the S51 Report.
Wildlife Permit – Reporting		
17.	<p>A report summarising the salvage and relocation results will be prepared and submitted to CCC, CRC, Whitiara, Mahaanui Kurataiao and DOC within 30 days from the completion date of the work (see LMP attached Appendix C). Specifically, this report will include:</p> <ul style="list-style-type: none"> a. Results of lizard salvage and relocation work. Should native lizards be found, then the following will also be included in the report: <ul style="list-style-type: none"> i. Photos of lizard salvage methods utilised; ii. Photos of lizards captured (including photos of the salvage and relocation areas); iii. A map showing the location of lizard upon capture and upon release; iv. The species and number of any lizards detected, captured, and released, and v. The results of all surveys and monitoring. b. Descriptions of how lizard management activities outlined in the LMP were followed, including conditions detailed in the WAA permit and associated resource consent conditions; c. An Amphibian and Reptile Distribution Scheme (ARDS) card detailing information relating to captured lizards (also to be provided to herpetofauna@doc.govt.nz); and, d. A brief summary regarding the outcomes of the LMP, including any improvements/changes that should be implemented in future. 	Applicant's original condition updated to reflect DOC's Appendix A attached to the S51 Report.



18.	<p>In accordance with the LMP the Approval Holder must provide annual reports on the following activities:</p> <ul style="list-style-type: none"> a. Pest plant removal. b. Photo record of lizard habitat development. c. Success of the lizard habitat planting, including but not limited to, numbers and species planted, annual survival of planting, number/species of plants replaced. d. Number location and size of eco-stacks (both rock and woody debris). 	<p>New condition to reflect DOC's Appendix A attached to the S51 Report. Updated to include that reporting timeframes are in accordance with the LMP which was previously agreed with DOC.</p>
Wildlife Permit – Variations		
19.	<p>The Approval Holder may apply to the Director-General for variations to this Approval in accordance with clause 7(2) of Schedule 7 of the Fast-track Approvals Act 2024.</p>	<p>New condition to reflect DOC's Appendix A attached to the S51 Report.</p>
Wildlife Permit – Revocation		
20.	<p>The Director-General may revoke this Approval in whole or any part at any time (pursuant to clause 7(4) of Schedule 7 of the Fast-track Approvals Act 2024) if:</p> <ul style="list-style-type: none"> a. The Approval Holder breaches any of the conditions of this Approval. b. In the Director-General's opinion, the exercise of this Approval has caused, or is likely to cause, any unforeseen adverse effects on lizards. 	<p>New condition to reflect DOC's Appendix A attached to the S51 Report.</p>
21.	<p>If the Director-General intends to revoke this Approval in whole or in part, the Director- General will give the Approval Holder such prior notice as the Director-General considers reasonable and necessary in the circumstances.</p>	<p>New condition to reflect DOC's Appendix A attached to the S51 Report.</p>
Wildlife Permit – Costs		
22.	<p>The Approval Holder must pay the Department of Conservation's standard charge-out rates for any staff time and mileage required to monitor compliance with this Approval and to investigate any alleged breaches of the terms and conditions of it.</p>	<p>New condition to reflect DOC's Appendix A attached to the S51 Report.</p>