BASELINEGROUP

Ref: 8594

PLANNING
SURVEYING
ENGINEERING

BASELINE GROUP
CHRISTCHURCH

T 03 339 0401
E info@blg.nz
A 54 Manchester Street
Christchurch Central

www.blg.nz

Selwyn District Council
PO Box 90
Rolleston 7643

Sent via email to: tim.hegarty@jacobs.com

19/09/2024

Dear Tim

RC245337 FURTHER INFORMATION

This letter is in response to the Request for Further Information for the above consent application received by email and dated 05/06/2024. The information provided follows the numbering of the RFI:

1. *Noise Assessment*

   Given the hours sought (4.30am to 10pm), a noise assessment is required. This assessment will need to demonstrate the compliance or non-compliance of the proposed land use with the relevant noise standards of the District Plans, as well as any recommended management measures (e.g. volume of PA systems).

   Response: Please see attached in Appendix 1 an Assessment of Noise Effects by Marshall Day, dated 1 July 2024. The assessment concludes, given the location of the nearest dwellings, the proposed activities will comply with the noise limits of the Partially Operative Selwyn District Plan.

2. *Flood Assessment Certificate*

   Given the proposal's location within the Plains Flood Management Overlay please obtain a Flood Assessment Certificate from Selwyn District Council.

   Response: We request the Flood Assessment Certificate is included as part of this application, with the application for provided in Appendix 2 of this response.

3. *There are numerous interests registered against the Record of Title, including covenants, easements and consent notices. Please provide copies of all these interests and advise of any impacts on the application.*

   The relevant easement instruments have been provided in Appendix 3. Response: Easement Instrument 6313165.3 relates to the right to convey electricity; Easement Instrument 12539590.2 in an easement in gross to drain water; Land Covenant 12539590.3 relates to building covenants, general covenants and the vesting of roads and services. Consent notice 12539590.4 identifies a no build area. Consent notice 12539590.5 relates to the potential for contamination to be present on-site, as no detailed investigation has previously taken place. Consent notice 12539590.6 relates to an area identified as potentially contaminated (predominantly within the road corridor) due to identified historic use as a dumping area.

   The covenant/easements areas are identified as per figure 1 and the proposed building is not located within any of these areas.

Figure 1 - Easement/Covenant Areas (from GRIP)

4. *Integrated Transport Assessment (ITA)*

   Given the traffic volumes proposed and those likely with events held at the community facility (e.g. weddings and funerals), please provide a basic ITA. The ITA will need to include assessment of the application's traffic generation, parking demand and road network safety.

   Response: An ITA has been competed by Novo Group, dated 29 July 2024 and is attached as Appendix 4, the report concludes the surrounding road network can accommodate the anticipated traffic volumes of the proposed use.

In addition, a second s92 request was received 25 July 2024 and these points are addressed as follows:

1. *Productivity Assessment - Please confirm which subclause of 3.9(2) of the National Policy Statement for Highly Productive Soils 2022.*

   Response: Please see the updated Productivity Assessment in Appendix 5 dated September 2024.

2. *There appears to be a contradiction in the Productivity Assessment where section 3.1 limits land-use options to "cattle grazing and baleage making" but then in section 4 mentions the applicant could cultivate vegetable crops. Please clarify and/or correct this assessment contradiction.*

   Response: Please see attached report in Appendix 5.

3. *Proposed Site Layout - The proposed site layout differs between the resource consent drawings and those included in the Productivity Assessment. Please advise which drawing set should be used for the resource consent assessment.*

   Response: Please see the updated building plans, dated 19 August 2024 in Appendix 6, these have been used as the basis for the updated Productivity Assessment.

4. *There appears to be a large part of the site that will not be developed on. The Council is aware of comments from the applicant in media that further development is proposed at the site, including educational facilities. Please confirm what the longer term plans of the site are and how these relate to the current consent application.*

   Response: No further plans for the site have been established, therefore there is no relationship to the present application. We request this application is assessed as presented.

5. *Cultural Assessment Report - A Cultural Assessment Report has been prepared by Mahaanui Kurataiao Limited. The Report identifies that the following measures are required as conditions of consent to address cultural effects:*

   - *An Accidental Discovery Protocol (ADP) must be in place during all earthworks to deal with archaeological finds and protect the interests of mana whenua. This condition does not constitute a response under the Heritage New Zealand Pouhere Taonga Act (HNZPT 2014).*
   - *An Erosion and Sediment Control Plan must be prepared, inspected, and maintained in accordance with Environment Canterbury's Erosion and Sediment Control Toolbox for Canterbury until such time the site is stabilised.*
     - *Effective measures must be implemented to manage sediment-laden stormwater runoff from the site.*
     - *If the erosion and sediment controls prove to be inadequate, works must cease until appropriate and effective measures are in place.*
   - *Indigenous planting is required to mitigate the impacts of earthworks, enhance the cultural landscape, increase indigenous habitat, filter sediment, and sequester carbon.*
   - *Operational phase stormwater from roads and hardstand areas must undergo treatment for contaminants including heavy metals before being discharged into soak pits. Treatment mechanisms may include swales, rain gardens, or proprietary devices.*

   The Report also advises that the following is required as an advice note:

   - *For future development, the consent holder should install and operate a secondary treatment on-site wastewater system.*

   Please confirm whether the applicant will be adopting these conditions and advice note, noting that this does not imply that consent will be granted or that the application will be non-notified.

   Response: With the exception of the requirement for indigenous planting, the above conditions are accepted. The requirement for indigenous planting is non-specific (i.e. does not provide mitigation for any particular adverse effect on the environment and potentially unenforceable) and no planting other than productive planting is proposed. Although we understand this is a standard condition, it is not relevant to the proposed activity, we request the condition is not included in any draft conditions.

We understand the application was on processing day 16 when placed on hold. We seek confirmation upon receipt of this information the RFI has now been satisfied and processing can recommence.

Please feel free to contact the writer on 03 339 0401 or via email sally@blg.nz, if you have any questions.

Yours faithfully,

Baseline Group

Sally Elford

Senior Planner

BASELINEGROUP

Appendix 1: Noise Assessment

MARSHALL DAY Acoustics

SIKH TEMPLE
ASSESSMENT OF NOISE EFFECTS

Rp 001 20240601 | 1 July 2024

292 Montreal Street
PO Box 4071
Christchurch 8140 New Zealand
T: +64 3 365 8455
www.marshallday.com

Project: **SIKH TEMPLE**

Prepared for: **Deg Tegh Fateh Sikh Society**
c/o Baseline Group
48 Burlington Street, Sydenham
Christchurch 8011

Attention: **Tejdeep Sigvgh**

Report No.: **Rp 001 20240601**

Document Control

Status:	Rev:	Comments	Date:	Author:	Reviewer:
Approved			1 July 2024	Forester King	Jon Farren

SUMMARY

Marshall Day Acoustics has assessed the potential noise effects associated with the operation of a proposed Sikh temple at 517 Hamptons Road, Rolleston.

The site and immediately adjacent properties are zoned as Rural The nearest residential dwellings are located approximately 180 m – 430 m away from the proposed Sikh temple.

We have predicted noise emissions to the nearest sensitive receivers based on sound levels from amplified music worship and singing collected at similar religious facilities. Our conservative calculations show the proposed activities will comply with the Partially Operative District Plan permitted activity noise limits form the zone. As a result, we consider that any adverse noise effects will be acceptable.

TABLE OF CONTENTS

1.0 INTRODUCTION

Marshall Day Acoustics has been engaged perform a noise assessment for the proposed Sikh temple located at 517 Hamptons Road, Rolleston, following a request for additional information (RFI) from the Selwyn District Council.

This report includes the following:

- Description of the proposed activity.
- Summary of relevant District Plan noise provisions.
- Prediction of noise levels based on the activities described in the land use consent application

A glossary of terminology is provided in Appendix A.

2.0 SITE DESCRIPTION

The proposed site and immediately surrounding properties are located within the General Rural Zone (GRUZ) and are shown in Figure 1. There are several dwelling located around the proposed activity within approximately 180 to 430 metres on both Hamptons and Waterholes Roads.

The activity with greatest potential for noise generation is the devotional singing and music during the main service which is conducted on Sunday afternoons with approximately 290 people in attendance. The temple will also be open to its members seven days a week, with both a morning and evening prayer The morning prayer will host approximately 20 members, and the evening prayer will host approximately 50 members. There will additionally be four special religious events occurring on site each year (Diwali, New Year and Guru Birthdays), which will have an anticipated attendance similar to the Sunday Service.

The facility will open from 4:00 am and close at 10 pm. Morning prayers occur between 4 am and 6:30 am Evening prayers occur from 6 pm to 7 30 pm in Winter and 7 pm to 8 30 pm in Summer

Travel to and from the temple is expected to be by private car with a majority of members carpooling The proposed parking area will collectively accommodate 50 parking spaces, with overflow parking onto the unpaved area on site. The application states that between 116 peak vehicle movements can be expected after Sunday service when members depart the premises. Upwards of 8 vehicle movements are expected during morning prayers, and upwards of 20 vehicle movements are expected during evening service.

The noise generated by each aspect of the sites activities is discussed in Section 4.0

Figure 1: Site map showing surrounding residential dwellings

3.0 DISTRICT PLAN PERFORMANCE STANDARDS

Below we discuss both the operative and proposed District Plan noise limits.

3.1 Operative District Plan

The applicable noise limits from the Operative Selwyn District Plan (ODP) are summarised in Table 1. These limits apply at the notional boundary of any rural dwelling.

Table 1: Rural zone noise limits (excerpt from Rural Volume Rule 9.16 Table C9.3)

Hours	Noise Limit
7 30am 8 00pm	60 dBA L_{10} 85 dBA L_{max}
8.01pm 7 29am	45 dBA L_{10} 70 dBA L_{max}

3.2 Partially Operative District Plan

The applicable noise limits from the Selwyn Partially Operative District Plan (PODP) are summarised in Table 2 These limits apply at the notional boundary of any dwelling

Table 2: Rural zone noise limits (excerpt from NOISE-REQ1 Zone Noise Limits)

Zone of the site generating noise	Zone of the site receiving noise	Assessment Location	Hours and Limits
GRUZ	GRUZ	At the notional boundary of any noise sensitive activity within any site receiving noise	0700 to 2200: 55 dB L_{Aeq} 2200 to 0700: 45 dB L_{Aeq} / 70 L_{Amax}

3.3 Discussion

We understand that decisions were made on the PODP on 19 August 2023 and these provisions have legal effect Whilst some of the noise rules are subject to appeal, NOISE REQ1 is not under appeal and the limits set out in Table 2 are applicable in this instance.

As morning prayer can occur prior to 0700 hrs, this activity will be assessed against the night-time noise limit of 45 dB L_{Aeq} / 70 L_{Amax}. The daytime noise limit of 55 dB L_{Aeq} will apply for all other activities between 0700 and 2200 hrs

4.0 NOISE SOURCES

Noise emissions from the site will vary depending on time of day and type of service Below we discuss the potential noise generation associated with temple operations:

1 Noise breakout from amplified music and a public address system within community hall

2. Vehicle movements using the site access and parking facilities on site.

Each of these noise sources, including any assumptions made, are addressed below. We anticipate that for most of the day, there will be little or no noise generated at the site

We have predicted noise levels arising from the proposed activity using commonly adopted methodology[1] Source data has been derived from standard data gathered by Marshall Day Acoustics at similar religious and community facilities across New Zealand.

4.1 Community hall amplified music and P.A. breakout

The greatest potential for noise breakout will be from musical performance and signing that forms part of religious functions Our assessment assumes that the internal reverberant sound levels will be in the order of 95 dB L_{Aeq} based on amplified instruments and voices

We have based our calculations on the dimensions and basic constructions outlined in the 'Application for Land Use Consent' plans dated 10 May 2024. Whilst the building materials have not been specified at this stage of the project, we have assumed a conservative situation that relatively lightweight materials will be used with a minimum airborne sound insulation of 35 dB R_w. For example, external cladding on timber framing with insulation and plasterboard internal lining.

[1] ISO 9613-2:1996 "*Acoustics - Attenuation of sound during propagation outdoors - Part 2: General method of calculation*"

4.2 Vehicle access and car park noise

The Application estimates a peak of 116 vehicle arrivals and departures associated with the main Sunday service We have calculated noise levels from 116 cars manoeuvring in the car parking area and departing via the access road in a single 15-minute period, which we consider to be a conservative situation. We repeated this process for an anticipated peak of 8 cars during the morning service Cars on the access road are assumed to generate a sound level of 75 dB L_{AE} at 3 metres Car parking movements on site will typically generate 70 dB L_{AE} at 3 metres.

5.0 CALCULATED NOISE LEVEL

As noted above, our calculated noise levels have been compared to applicable PODP performance standards for the General Rural Zone (GRUZ) We have taken the conservative approach of assessing that musical noise sources will have Special Audible Character (SAC) when assessed under New Zealand Standard NZS 6802:1991 "Assessment of Environmental Sound" and have applied a 5 dB penalty. (We have not applied a duration correction that would be permitted under Section 6.4 of NZS 6802)

To assess the potential noise effects of the activity, Table 5 presents the predicted levels and PODP noise limits and noise sources. We note that we have conservatively assumed the same music noise levels in both the morning service (night-time) and main Sunday service (day-time)

Table 3: Predicted noise levels in dB L_{Aeq}

Sensitive Receiver	*Day-time Noise Criterion*	Community hall music break out*	Sunday Main Service Vehicles departing	*Night-time Noise Criterion*	Community hall music break out*	Morning Service Vehicles departing
875 Waterholes Rd	*55*	36	*46*	*45*	36	37
861 Waterholes Rd	*55*	35	*41*	*45*	35	39
1/851 Waterholes Rd	*55*	30	*40*	*45*	30	31
848 Waterholes Rd	*55*	37	*50*	*45*	37	41
2/839 Waterholes Rd	*55*	30	*42*	*45*	30	33
544 Hamptons Rd	*55*	37	*44*	*45*	37	35
488 Hamptons Rd	*55*	33	*41*	*45*	33	32

Note:
*Includes 5 dB correction applied for special audible characteristics as per NZS 6802

Table 3 indicates the calculated daytime and night-time activity noise levels are all predicted to comply with the applicable daytime and night-time permitted activity noise limits.

We further confirm that the 70 dB L_{Amax} limit is unlikely to be exceeded at any location

APPENDIX A GLOSSARY OF TERMINOLOGY

Sound Pressure Level (L_P)	A logarithmic ratio of a sound pressure measured at distance, relative to the threshold of hearing (20 μPa RMS) and expressed in decibels
dB	Decibel – A measurement of sound level expressed as a logarithmic ratio of sound pressure P relative to a reference pressure of Pr=20 μPa i.e. dB = 20 x log(P/Pr)
dBA	A measurement of sound level which has its frequency characteristics modified by a filter (A-weighted) so as to more closely approximate the frequency bias of the human ear
A-weighting	The process by which noise levels are corrected to account for the non-linear frequency response of the human ear All noise levels are quoted relative to a sound pressure of $2x10^{-5}$Pa
$L_{Aeq\ (t)}$	The equivalent continuous (time-averaged) A-weighted sound level. This is commonly referred to as the average noise level The suffix "t" represents the time period to which the noise level relates
L_{Amax}	The A-weighted maximum noise level The highest noise level which occurs during the measurement period.
L_{AE}	Exposure Level An A-weighted measure of the total sound energy over a certain time period, compressed into 1 second. Used to describe the sound energy of a single event, such as a train pass-by or an aircraft flyover.
Special audible characteristics	Distinctive characteristics of a sound that make it more likely to cause annoyance or disturbance. A penalty of up to 5 decibels can be applied when assessing sounds with SAC Examples are tonality – a hum or a whine) and impulsiveness – bangs or thumps

Appendix 2: Flood Assessment Certificate Application Form

Application for a Flood Assessment Certificate

Pursuant to NH-SCHED1 of the Partially Operative Selwyn District Plan.

Submit this form to floodassessmentcertificates@selwyn.govt.nz

Flood Assessment Certificates are required for all new residential units or other principal buildings, or additions to existing residential units or principal buildings that result in a total increase of building floor area of 25m² or more, on land within the Natural Hazard Overlays of the Partially Operative Selwyn District Plan.

Please refer to our website for the fees associated with the application:
https://www.selwyn.govt.nz/property-And-building/resource-consent/flooding-assessment-certificates

Agent

Name or Company:	Baseline Group
Email:	sally@blg.nz
Phone:	0273339507
Postal Address:	PO Box 8177, Riccarton, Christchurch 8440

Applicant

(The applicant will be responsible for all council fees associated with this application)

Name or Company:	Deg Tegh Fateh Sikh Society Incorporated
Email:	dtfsnz@gmail.com
Phone:	
Postal Address:	48 Burlington Street, Sydenham, Christchurch, 8011

Property Details

Street address:	517 Hamptons Road
Legal description:	Lot 2 Deposited Plan 580320 and Section 1 Survey Office Plan 559834
Valuation no: (if known)	
Resource Consent number: (If applicable)	RC245337

Attachments

Please attach the following documents. Applications that do not include all of this information will be returned as incomplete.

- ☐ Indicative site plan (For single urban sites: this must include existing site ground levels in relation to a datum reference for the top of the kerb in the road immediately adjacent to the site. This to be confirmed/certified by a Licensed Cadastral Surveyor to a datum mark which is permanent for use during the build. The datum reference shall be in New Zealand Vertical Datum NZVD2016 format.)
- ☑ Record of Title (issued within the last 6 months)
- ☑ Any consent notices on the Record of Title
- ☑ Site specific Flood Hazard Assessment from Environment Canterbury, issued within the last 6 months (rural properties only or for urban properties that are required by a consent notice)

Additional required information if the application is for a subdivision.

- ☐ Assessment from a suitably qualified and experienced professional confirming whether or not each lot in the subdivision is likely to be subject to inundation in a 200-year ARI flood event and if it is, a schedule detailing the proposed minimum finished floor level that is 300mm above the 200-year ARI flood event level, for each lot.

Description of the use of the Proposed Building or Subdivision

Proposed community facility (hall)

Privacy Information

All the relevant information on this form is required to be provided under the Resource Management Act 1991 for Selwyn District Council to process your application. Under this Act this information has to be made available to members of the public, including business organisations. The information contained in this application may be made available to other departments of the Council. You have the right to access the personal information held about you by the Council which can be readily retrieved. You can also request that the Council correct any personal information it holds about you.

Declaration

All information submitted with this application is, to the best of my knowledge, true and correct.

I understand that the applicant is responsible for all fees associated with this application and the certificate will not be issued until the fee is paid.

Signature: Print name:	Click or tap to enter a date.

BASELINEGROUP

Appendix 3: Title Interests

Approved by Registrar-General of Land under No. 2002/6055

Easement instrument to grant easement or *profit à prendre*, or create land covenant

Sections 90A and 90F, Land Transfer Act 195.

EI 6313165.3 Easement I

Cpy - 01/01, Pgs - 008, 15/02/05, 08:29

Registrar-General of Land Approval 02/6055EF A.D.L.S.

DocID: 211346485

Land registration district

CANTERBURY

Grantor *Surname(s) must be underlined or in CAPITALS.*

Alastair John THOMAS and Patricia Mary THOMAS as tenants in common in equal shares

Grantee *Surname(s) must be underlined or in CAPITALS.*

Alastair John THOMAS and Patricia Mary THOMAS as tenants in common in equal shares

Grant* of easement or *profit à prendre* or creation or covenant

The Grantor, being the registered proprietor of the servient tenement(s) set out in Schedule A, **grants to the Grantee** (and, if so stated, in gross) the easement(s) or *profit(s) à prendre* set out in Schedule A, **or creates** the covenant(s) **set out** in Schedule A, with the rights and powers or provisions set out in the Annexure Schedule(s).

Dated this 13TH day of October 2004

Attestation

A.J. Thomas P.M. Thomas **Signature [common seal] of Grantor**	**Signed in my presence by the Grantor** Signature of witness *Witness to complete in BLOCK letters (unless legibly printed)* **Witness name** MARTIN PATRICK PEARCE **Occupation** COMPANY MANAGER **Address** 848 WAIRAKEI ROAD BURNSIDE
A.J. Thomas P.M. Thomas **Signature [common seal] of Grantee**	**Signed in my presence by the Grantee** Signature of witness *Witness to complete in BLOCK letters (unless legibly printed)* **Witness name** MARTIN PATRICK PEARCE **Occupation** COMPANY MANAGER **Address** 848 WAIRAKEI RD BURNSIDE

Certified correct for the purposes of the Land Transfer Act 1952.

[Solicitor for] the Grantee

*If the consent of any person is required for the grant, the specified consent form must be used.

Approved by Registrar-General of Land under No. 2002/6055

Annexure Schedule 1

Registrar-General of Land Approval 02/6055EF A.D.L.S.

Easement instrument Dated 13th October 2008 Page 1 of 1 pages

Schedule A *(Continue in additional Annexure Schedule if required.)*

Purpose (nature and extent) of easement, *profit,* or covenant	Shown (plan reference) DP 341197	Servient tenement (Identifier/CT) Lots on DP 341197	Dominant tenement (Identifier/CT *or* in gross) Lots on DP 341197
Right to Convey Electric Power	**B**	**2** (CT 169382)	**1, 3** (CTs 169381 & 169383)
	A	**1** (CT 169381)	**3** (CT 169383)
	C	**3** (CT 169383)	**1, 2** (CTs 169381 & 169382)

Easements or *profits à prendre* rights and powers (including terms, covenants, and conditions)

Delete phrases in [ ] and insert memorandum number as required.
Continue in additional Annexure Schedule if required.

Unless otherwise provided below, the rights and powers implied in specific classes of easement are those prescribed by the Land Transfer Regulations 2002 and/or the Ninth Schedule of the Property Law Act 1952.

The implied rights and powers are ~~**[varied]**~~ ~~**[negatived]**~~ **[added to]** or **[substituted]** by:

~~[Memorandum number , registered under section 155A of the Land Transfer Act 1952]~~

[the provisions set out in Annexure Schedule 2].

Covenant provisions

Delete phrases in [ ] and insert memorandum number as required.
Continue in additional Annexure Schedule if required.

The provisions applying to the specified covenants are those set out in:

~~[Memorandum number , registered under section 155A of the Land Transfer Act 1952]~~

[Annexure Schedule 2].

All signing parties and either their witnesses or solicitors must sign or initial in this box

PMJ. A.J.

1.0 Interpretation

1.1 In this document the following terms have the following meanings unless the context requires otherwise:

(a) "Authorised Persons" includes agents, employees, contractors, tenants, customers and other invitees;

(b) "Dominant Tenement" means in relation to an easement, the land described opposite the description of that easement in Schedule A under the heading "Dominant Tenement";

(c) "Easement Works" in relation to the easement of Right to convey electric power, or telephonic communications, means wires, cables (containing wires, fibres and other materials), poles, and other equipment suitable for that purpose;

(d) "Grantee" means in relation to an easement, the registered proprietor of the Dominant Tenement;

(e) "Grantor" means in relation to an easement, the registered proprietor of the Servient Tenement;

(f) "Servient Tenement" means in relation to an easement, the land described opposite the description of that easement in Schedule A under the heading "Servient Tenement"

(g) "Stipulated Course" means in relation to an easement, that part of the Servient Tenement identified opposite that easement in Schedule A under the heading "Shown (Plan Reference)".

1.2 In this document unless the context requires otherwise:

(a) The singular includes the plural and the plural includes the singular;

(b) Where a cause is referred to in a schedule, it is reference to a clause in that schedule unless stated otherwise;

(c) Where two or more persons are obliged to perform an obligation, their liability is joint and several.

P.M.J. A.J.J.

Annexure Schedule 2

Rights and Powers:

1.0 Right to Convey Electric Power

1.1 The easement of right to convey electric power is the unrestricted right for the Grantee and its Authorised Persons in common with the Grantor and its Authorised Persons to at any time convey electric power in any quantities along the stipulated Course together with the right:

(a) To use any Easement Works already situated on the Stipulated Course for this purpose; and

(b) Where no Easement Works suitable to the Grantee for this purpose exist, to lay or install any Easement Works reasonably required by the Grantee for this purpose.

Annexure Schedule 3

Terms, conditions, covenants, or restrictions in respect of easement:

1.0 Easement to run forever

1.1 The easement shall run forever with the Dominant Tenement (and any part of it) and the Servient Tenement (and any part of it).

2.0 Maintenance etc.

2.1 In respect of the easement the Grantee and Grantor shall maintain and repair the Easement Works so as to keep them in good order and condition.

2.2 The cost of this maintenance and repair in respect of the easement shall be borne by the Grantee and the Grantor in equal shares.

2.3 Despite clause 2.2, in relation to the easement:

(a) If any maintenance or repair becomes necessary because of the omission, neglect or default of any party or its Authorise Persons then that party shall bear the whole cost of that repair or maintenance; and

(b) Where a party and its Authorised Persons do not use the Easement Works, that party shall not be obliged to maintain or repair those Easement Works or bear any costs of maintenance or repair of them unless the maintenance or repair becomes necessary because of the omission, neglect or default of that party or its Authorised Persons.

P.M.J. A.J.J.

2.4 A party may for the purpose of performing its obligations or exercising its rights under this document:

(a) Enter the Servient Tenement or Dominant Tenement with agents, employees, and contractors and with all necessary vehicles and equipment; and

(b) Remain on the Servient Tenement or Dominant Tenement for a reasonable time for the purpose of performing its obligations or exercising its rights; and

(c) Leave any vehicle or equipment on the Servient Tenement or Dominant Tenement for a reasonable time for the purpose of performing its obligations or exercising its rights; and

(d) Excavate land.

2.5 The party exercising its rights under clause 2.4 shall:

(a) Cause as little damage and disturbance as possible to the Servient Tenement and Dominant Tenement and to the occupiers of them; and

(b) Perform all work or cause all work to be performed in a proper and workmanlike manner; and

(c) Perform all work or cause all work to be performed with reasonable speed; and

(d) Immediately make good any damage done to the Servient Tenement and the Dominant Tenement.

3.0 Default

3.1 If any party (the "Defaulting Party") does not meet its obligations under this document then:

(a) The other party may serve upon the Defaulting Party a written notice (a "Default Notice") requiring the Defaulting Party to meet its obligations and stating that, after the expiration of seven days from service of the Default Notice the other party may meet its obligations.

(b) If at the expiry of that seven day period the Defaulting Party has not met its obligations the other party may:

(i) Meet the obligations; and
(ii) For that purpose enter the Servient Tenement or Dominant Tenement.

(c) The Defaulting Party shall be liable to pay to the other party the costs of the Default Notice and the costs incurred in meeting the obligations.

(d) The other party may recover from the Defaulting Party as a liquidated debt any money payable under this clause 3.1

4.0 Disputes

4.1 All disputes and differences arising in relation to this document shall be referred to arbitration in accordance with the Arbitration Act 1908.

4.2 The arbitration shall be commenced by a party giving to the other notice in writing stating the subject matter and details of the dispute or difference and that party's wish to have the matter referred to arbitration.

4.3 The arbitration shall be by one arbitrator to be agreed upon by the parties and, failing agreement within 7 days, to be nominated by the then President of the Canterbury District Law Society.

4.4 The award in the arbitration shall be final and binding on the parties.

5.0 Miscellaneous

5.1 The rights and powers set out in the Seventh Schedule to the Land Transfer Act 1952 and the Ninth Schedule to the Property Law Act 1952 are excluded.

Approved by Registrar-General of Land under No. 2003/6150

Annexure Schedule - Consent Form

Land Transfer Act 1952 section 238(2)

Registrar-General of Land Approval 03/6150EF A.D.L.S.

Insert type of instrument
"Caveat", "Mortgage" etc

Easement

Page 1 of 1 pages

Consentor *Surname must be underlined or in CAPITALS*	**Capacity and Interest of Consentor** *(eg. Caveator under Caveat no./Mortgagee under Mortgage no.)*
~~THE NATIONAL BANK OF NEW ZEALAND LIMITED~~ ANZ National Bank Limited	**Mortgagee under Mortgage No. A13016.3**

Consent

Delete Land Transfer Act 1952, if inapplicable, and insert name and date of application Act.
Delete words in [ ] if inconsistent with the consent.
State full details of the matter for which consent is required.

Pursuant to [section 238(2) of the Land Transfer Act 1952]

~~[section of the Act]~~

[Without prejudice to the rights and powers existing under the interest of the Consentor]

the **Consentor hereby consents** to:

the registration of an electricity easement in favour of Alastair John THOMAS and Patricia Mary THOMAS as tenants in common in equal shares

It is certified that on 26 June 2004 The National Bank of New Zealand Limited was amalgamated with ANZ Banking Group (New Zealand) Limited to become ANZ National Bank Limited and that the mortgage has become the property of ANZ National Bank Limited (as the amalgamated company) under Part XIII of the Companies Act 1993.

Dated this 30th day of November **2004**

Attestation

ANZ National Bank Limited by its Attorney KAPUA KATRINA GARDINER	**Signed in my presence by the Consentor**
	Signature of Witness
	Witness to complete in BLOCK letters (unless legibly printed)
	Witness name RAMONA JONES
	Occupation BANK OFFICER
	Address AUCKLAND
Signature of Consentor	

An Annexure Schedule in this form may be attached to the relevant instrument, where consent is required to enable registration under the Land Transfer Act 1952, or other enactments, under which no form is prescribed.

REF: 7029 – AUCKLAND DISTRICT LAW SOCIETY

The National Bank of New Zealand

CERTIFICATE OF NON-REVOCATION OF POWER OF ATTORNEY

I, Kapua Katrina Gardiner, Manager Lending Services of Auckland in New Zealand hereby certifies that:

1. By Deed dated 28 June 1996 deposited in the Land Registry Offices situated at:

Auckland	as No.	D.016180	Hokitika	as No.	105147
Blenheim	as No.	186002	Invercargill	as No.	242542.1
Christchurch	as No.	A.256503.1	Napier	as No	644654.1
Dunedin	as No.	911369	Nelson	as No.	359781
Gisborne	as No.	G.210991	New Plymouth	as No.	433509
Hamilton	as No.	B.355185	Wellington	as No.	B.530013.1

The National Bank of New Zealand Limited appointed me its attorney with the powers and authorities specified in that Deed.

2. On 26 June 2004 The National Bank of New Zealand Limited was amalgamated with ANZ Banking Group (New Zealand) Limited to become ANZ National Bank Limited and the property being dealt with pursuant to the Deed has become the property of ANZ National Bank Limited (as the amalgamated company) under Part XIII of the Companies Act 1993.

3. At the date of this certificate, I am the Manager Lending Services, Auckland Lending Services Centre of The National Bank of New Zealand, part of the ANZ National Bank Limited.

4. At the date of this certificate, I have not received any notice or information of the revocation of that appointment by the winding-up or dissolution of the ANZ National Bank Limited or otherwise.

DATED at Auckland this 30th day of November 2004

.....

View Instrument Details

Instrument No	12539590.2
Status	Registered
Date & Time Lodged	30 September 2022 14:37
Lodged By	Allen, James Robert
Instrument Type	Easement Instrument

Affected Records of Title	Land District
1080375	Canterbury
1080376	Canterbury

Annexure Schedule Contains 7 Pages.

Grantor Certifications

I certify that I have the authority to act for the Grantor and that the party has the legal capacity to authorise me to lodge this instrument ☑

I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument ☑

I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply ☑

I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period ☑

I certify that the Mortgagee under Mortgage 11738111.2 has consented to this transaction and I hold that consent ☑

Signature

Signed by James Robert Allen as Grantor Representative on 29/09/2022 03:37 PM

Grantee Certifications

I certify that I have the authority to act for the Grantee and that the party has the legal capacity to authorise me to lodge this instrument ☑

I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument ☑

I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply ☑

I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period ☑

Signature

Signed by Scott James Holdaway as Grantee Representative on 26/08/2022 03:44 PM

***** End of Report *****

Form 22

Easement instrument to grant easement or *profit à prendre*

(Section 109 Land Transfer Act 2017)

Grantor

Rhys Dylan NARBEY and Ashley Kate KONIG

Grantee

SELWYN DISTRICT COUNCIL

Grant of Easement or *Profit à prendre*

The Grantor being the registered owner of the burdened land set out in Schedule A **grants to the Grantee** (and, if so stated, in gross) the easement(s) or *profit(s) à prendre* set out in Schedule A, with the rights and powers or provisions set out in the Annexure Schedule(s)

Schedule A *Continue in additional Annexure*
Schedule, if required

Purpose of Easement, or *profit*	Shown (plan reference)	Burdened Land (Record of Title)	Benefited Land (Record of Title) or in gross
Right to drain water	Area "C" Deposited Plan 580320	Lot 2 Deposited Plan 580320 (RT 1080376)	In Gross
	Area "D" Deposited Plan 580320	Lot 1 Deposited Plan 580320 (RT 1080375)	

Easements or *profits à prendre* rights and powers (including terms, covenants and conditions)

Delete phrases in [ ] and insert memorandum number as required; continue in additional Annexure Schedule, if required

~~Unless otherwise provided below, the rights and powers implied in specified classes of easement are those prescribed by the Land Transfer Regulations 2018 and/or Schedule 5 of the Property Law Act 2007~~

~~The implied rights and powers are hereby~~ **~~[varied] [negatived] [added to]~~** ~~or~~ **~~[substituted]~~** ~~by:~~

~~[Memorandum number , registered under section 209 of the Land Transfer Act 2017]~~

~~[the provisions set out in Annexure Schedule]~~

The rights and powers of this easement instrument are those set out in Annexure Schedule 1. All rights and powers implied by the Land Transfer Regulations 2018 and/or Schedule Five of the Property Law Act 2007 are expressly excluded.

Annexure Schedule Page 1 of 5 Pages

Insert instrument type

Easement

Continue in additional Annexure Schedule, if required

ANNEXURE SCHEDULE 1

1. GRANT OF RIGHTS, POWERS AND PRIVILEGES IN RELATION TO THE RIGHT TO DRAIN WATER

1.1 The Grantee (to the exclusion of the Grantor and any other party) shall have the full free uninterrupted and unrestricted right liberty and licence from time to time and at all times hereafter:

(a) to drain, discharge and convey water (whether sourced from rain, springs, soakage, or seepage) in a free and unimpeded flow through the easement facility and operate all parts of the easement facility in accordance with their intended function; and

(b) to lay, make, construct, inspect, maintain, repair, replace, alter, extend, enlarge or remove the easement facility as the Grantee shall from time to time think fit (including the right to excavate land and make trenches and shafts).

1.2 The easement facility referred to in clauses 1.1(a) and 1.1(b) is the easement facility laid or to be laid along the Easement Area.

1.3 The "easement facility" in relation to the right to drain water means pipes, conduits, open drains, pumps, tanks (with or without headwalls), manholes, valves, surface boxes, detention basins, swales and other equipment suitable for that purpose, whether above or under the ground and anything in replacement or substitution.

2. GRANTEE'S GENERAL RIGHTS

2.1 The Grantee may for the purpose of performing any duty or in the exercise of any rights granted under this easement instrument:

(a) enter upon the Burdened Land by the most practicable route from the nearest public street across any part of the Grantor's land;

(b) remain on the Burdened Land for a reasonable time for the purposes of completing the work;

(c) bring on to the Burdened Land such materials, tools, equipment, machinery, vehicles or other things as may be necessary for the purposes of completing the necessary work;

(d) leave any vehicle or equipment on the Burdened Land for a reasonable time if work is proceeding; and

Insert instrument type

Easement

Continue in additional Annexure Schedule, if required

(e) generally do and perform such acts and things in or upon the Easement Area as may be necessary or desirable for or in relation to any of the purposes of this easement instrument.

3. GRANTOR'S OBLIGATIONS

3.1 The Grantor will not:

(a) build over or erect any other improvements upon, plant trees upon or permit any tree roots to grow within the Easement Area;

(b) do or permit or suffer to be done anything which may in any way injure or damage the easement facility, or obstruct the use and enjoyment of the easement facility, or interfere with free flow and passage through the easement facility; or

(c) permit any Utilities to be located within the Easement Area unless the siting and installation of such Utilities is expressly consented to in writing by the Grantee such consent not to be unreasonably withheld.

3.2 The Grantor will not oppose or object to any application for or issue of a building consent or resource consent in respect of the easement facility or the use or enjoyment of the same.

4. MAINTENANCE, REPAIR AND REPLACEMENT OBLIGATIONS

4.1 The Grantee shall:

(a) at all times repair, maintain and cleanse the easement facility so that it does not become a nuisance to the Grantor;

(b) remove and carry away all surplus clay, gravel, shingle, stones and earth which may be excavated from the Easement Area;

(c) upon disturbing the surface of the Easement Area for any reason, without delay restore the same as nearly as reasonably possible to its original condition; and

(d) repair and make good any damage which may be done to any fence, building or improvement, or to any part of the Grantor's land, in the exercise by the Grantee of any of the rights granted by this easement instrument but the Grantee shall not be:

(i) responsible for the cost of removing any fence, building, improvements or trees upon, or any tree roots growing within, the Easement Area; or

(ii) liable for any damage to any Utilities in the Easement Area if in the exercise of such rights that damage could not reasonably be prevented.

Insert instrument type

Easement

Continue in additional Annexure Schedule, if required

5. STRUCTURES TO BE PROPERTY OF GRANTEE

5.1 The easement facility shall at all times be and remain the property of the Grantee.

6. MUTUAL COVENANTS

6.1 Nothing contained or implied in this easement instrument shall be construed so as:

(a) to compel the Grantee to exercise all or any of the rights granted by this easement instrument at any time and the Grantee may commence discontinue or resume the exercise of all or any such rights at will; or

(b) to abrogate limit restrict or abridge any of the rights, powers or remedies vested in the Grantee by statute.

7. LIMITATION OF LIABILITY

7.1 Any right of action which shall at any time accrue to the Grantee by reason of breach or non-observance by the Grantor of any of the covenants contained in this easement instrument may be enforced by the Grantee only against:

(a) the registered owner for the time being of that part of the Burdened Land in respect of which such breach or non-observance shall occur; and

(b) the registered owner at the time of such occurrence,

to the intent that the liability of any registered owner of the Burdened Land shall cease (except as to any breach or non-observance occurring during the period of ownership of that registered owner) upon registration of a transfer of ownership.

8. GENERAL PROVISIONS

8.1 The following provisions are applicable to the easements granted by this easement instrument:

(a) each grant shall be for all time;

(b) the use of each easement shall be without any limitation as to quantity or frequency;

(c) no power is implied in respect of any easement for the Grantor to determine the easement for breach of any provision of this easement instrument (whether express or implied) or for any other cause, it being the intention of the parties that the easement shall subsist unless it is surrendered in writing;

Insert instrument type

Easement

Continue in additional Annexure Schedule, if required

(d) if any party ("the defaulting party") neglects or refuses to perform any of its obligations under this easement instrument the following shall apply:

(i) the other party may serve upon the defaulting party a written notice requiring the defaulting party to perform its obligations and stating that, after the expiration of seven day period from service of such notice, the other party shall perform such obligations;

(ii) if upon the expiry of the seven day period referred to above, the defaulting party has still neglected or refused to perform the obligation the other party may:

(1) perform such obligation; and

(2) for that purpose enter onto the Grantor's land and carry out any work;

(iii) the defaulting party shall be liable to pay the other party all costs incurred in performing such obligations;

(e) notwithstanding the requirement to give notice under clause 8.1(d) above, where the Grantor has not complied with an obligation under this easement instrument and as a result the Grantee's use of the easement facility has been obstructed in any way, then the Grantee may immediately undertake all works required to ensure the unimpeded use of the easement facility and recover any costs from the Grantor; and

(f) the Grantor shall not do any act which impedes, interferes with or restricts the rights of the Grantee and other authorised persons in relation to this easement instrument.

9. DISPUTES

9.1 The parties shall use reasonable endeavours to resolve any dispute or difference arising out of or in connection with this easement instrument in good faith by negotiation. Failing resolution by negotiation the parties may agree to an alternative method to resolve the dispute or difference. However, nothing in this clause will prevent either party from taking immediate steps to seek relief before an appropriate court at any time.

10. INTERPRETATION

10.1 In this easement instrument unless the context otherwise requires:

"Easement Area" means all areas of the Burdened Land specified under the heading "Shown (plan reference)" on the front page of this easement instrument in Schedule A.

Insert instrument type

Easement

Continue in additional Annexure Schedule, if required

"Grantee" means the Selwyn District Council, and includes the agents, employees, contractors, tenants, licensees, and other invitees of the Grantee.

"Grantor" means the registered owner of the Burdened Land, and includes the agents, employees, contractors, tenants, licensees, and other invitees of the Grantor.

"Burdened Land" means all land described as the Burdened Land on the front page of this easement instrument in Schedule A.

"Utilities" means any pipe, conduit, wire, structure, pole or other appurtenant structure for the provision of services to the land, including but not limited to electricity, gas, telephone, storm water, sewage and water services.

10.2 In the interpretation of this easement instrument:

(a) words importing the singular or plural number shall be deemed to include the plural and singular number respectively;

(b) words importing any gender shall include every gender and the word "person" shall include a corporation and vice versa;

(c) the headings appearing are inserted only as a matter of convenience and in no way define, limit or prescribe the scope or intent of the clauses of this easement instrument nor in any way affect this easement instrument;

(d) references to any party include that party's executors, administrators, and assigns, or being a corporate entity, its successors and assigns.

View Instrument Details

Instrument No	12539590.3
Status	Registered
Date & Time Lodged	30 September 2022 14:37
Lodged By	Allen, James Robert
Instrument Type	Land Covenant under s116(1)(a) or (b) Land Transfer Act 2017

Affected Records of Title	Land District
1080375	Canterbury
1080376	Canterbury

Annexure Schedule Contains 5 Pages.

Covenantor Certifications

I certify that I have the authority to act for the Covenantor and that the party has the legal capacity to authorise me to lodge this instrument ☑

I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument ☑

I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply ☑

I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period ☑

Signature

Signed by James Robert Allen as Covenantor Representative on 29/09/2022 03:38 PM

Covenantee Certifications

I certify that I have the authority to act for the Covenantee and that the party has the legal capacity to authorise me to lodge this instrument ☑

I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument ☑

I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply ☑

I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period ☑

Signature

Signed by James Robert Allen as Covenantee Representative on 29/09/2022 03:38 PM

***** End of Report *****

Form 26

Covenant Instrument to note land covenant

(Section 116(1)(a) & (b) Land Transfer Act 2017)

Covenantor

Rhys Dylan NARBEY and Ashley Kate KONIG

Covenantee

Rhys Dylan NARBEY and Ashley Kate KONIG

Grant of Covenant

The Covenantor, being the registered owner of the burdened land(s) set out in Schedule A, **grants to the Covenantee** (and, if so stated, in gross) the covenant(s) set out in Schedule A, with the rights and powers or provisions set out in the Annexure Schedule(s).

Schedule A *Continue in additional Annexure Schedule, if required*

Purpose of covenant	*Shown (plan reference)*	*Burdened Land (Record of Title)*	*Benefited Land (Record of Title) or in gross*
Land Covenant		Lot 1 DP 580320 (RT: 1080375)	Lot 2 DP 580320 (RT: 1080376)

2

Covenant rights and powers (including terms, covenants and conditions)

Delete phrases in [ ] and insert memorandum number as required.
Continue in additional Annexure Schedule if required.

The provisions applying to the specified covenants are those set out in:

Annexure Schedule 2.

ANNEXURE SCHEDULE 2

LAND COVENANTS

The Covenantee covenants with the Covenantor, as set out in Schedule B and the covenants form part of this Instrument and the Covenantee and the Covenantor request that these covenants be noted against the Records of Title listed in Schedule A.

The Covenantor intends to create for the benefit of the registered owners of the benefited land in Schedule A, the land covenants set out in Schedule B **WITH THE INTENTION** that the burdened land in Schedule A shall be bound by the stipulations and restrictions set out in Schedule B.

SCHEDULE B

1. Definitions

In the following covenants:

1.1. Headings are for ease of reference only and do not form part of any covenant or affect the meaning of any covenant.

1.2. Words imputing the singular include the plural and vice versa.

1.3. For the purposes of this covenant, the following words and phrases mean:

Benefited Lots means the land listed as the benefited land in Schedule A.

Burdened Lots means the land listed as the burdened land in Schedule A.

Building comprises a building as defined by the Building Act 2004 (or latest version) and includes a Dwelling.

Dwelling means and includes a residential dwelling house, or family residence and includes a Building.

Lot means any Lot that is subject to these covenants.

Lot Owner means the owner of any Lot.

Survey Plan means any survey plan relating to future subdivision of Lot 1 or Lot 2 Deposited Plan 580320.

2. Building Covenants

The Lot Owner **shall**:

2.1. Not move any caravan, garage or similar structure onto the Lot (other than for the purposes of constructing the Dwelling or accessory Buildings). The Lot Owner will remove any such structures from the Lot as soon as construction of the Dwelling or accessory Building is completed. For the avoidance of doubt, the Lot Owner is not permitted to use such structures for the purposes of any permanent or temporary residential accommodation.

3. General covenants

The Lot Owners **shall:**

3.1. Not permit any unused vehicles, rubbish, noxious substances, livestock and/or birds or animals likely to cause nuisance or annoyance to the neighbouring occupiers to accumulate and/or be placed on the Lot.

4. Breaches

4.1. The Lot Owners shall not allow or cause any breach or non-observance of any of the foregoing covenants (and without prejudice to any other remedies available at law to the Covenantor or to any other liability which the Registered Owner may have to any person having the benefit of these covenants) and the Registered Owner will on written demand being made by the Covenantor or any of the Lot Owners:-

4.1.1. Pay to the person making such demand as liquidated damages the sum of $100.00 per day for every day that such breach or non-observance continues after the date on which written demand has been made; and

4.1.2. Remove or cause to be removed from the Lot any item including Dwelling, Building, fence or other structure erected or placed on the Lot in breach or non-observance of any of the foregoing covenants.

4.1.3. Make good generally and/or replace any building materials used in breach or non-observance of the foregoing covenants.

5. Vesting of roads and reserves

5.1. The Lot Owners consent to the deposit of any Survey Plan which has the effect of vesting any land in any local authority, territorial authority or the Crown or where land is to be transferred for utilities or road. The Lot Owners agree that the covenants in this Instrument shall cease to apply in respect of the land to vest or to be transferred for utilities or road upon the date of lodgement with Land Information New Zealand (or any such replacement entity) of the required documents to deposit the Survey Plan. The Lot Owners covenant that this clause will be deemed to be the consent of the Lot Owner to the deposit of the Survey Plan (including under section 224(b)(i) Resource Management Act 1991 (or any like or similar provision in any variation, consolidation or replacement Act)).

5.2. If it is determined by the Covenantee that additional written consent is required from the Lot Owners to the deposit of any Survey Plan under clause 5.1 then:

5.2.1. At the request of the Covenantee, the Lot Owners will immediately give such written consent to the Covenantee; and

5.2.2. In addition to clause 5.1 and 5.2.1 the Lot Owner irrevocably appoints the Covenantee or its successor in title as its attorney to sign any consent necessary in the required form to deposit any Survey Plan or to remove the covenants in this instrument from any land to be transferred for utilities or road. No person dealing with the Lot Owner as the attorney in this capacity

need inquire if the Covenantee is validly exercising its powers as attorney under this clause 5.2.

6. Duration and cessation of effect

6.1. These covenants shall all apply for a period of twenty (20) years from the date of deposit of plan 580320 (Canterbury Land Registration District).

View Instrument Details

Instrument No	12539590.4
Status	Registered
Date & Time Lodged	30 September 2022 14:37
Lodged By	Allen, James Robert
Instrument Type	Consent Notice under s221(4)(a) Resource Management Act 1991

Affected Records of Title	Land District
1080376	Canterbury

Annexure Schedule Contains 1 Pages.

Signature

Signed by James Robert Allen as Territorial Authority Representative on 26/10/2022 12:01 PM

***** End of Report *****

Selwyn DISTRICT COUNCIL

www.selwyn.govt.nz

IN THE MATTER of the Resource Management Act 1991

AND

IN THE MATTER of Resource Consent 225413 and Deposited Plan 580320

CONSENT NOTICE PURSUANT TO S.221 RESOURCE MANAGEMENT ACT 1991

To: The District Land Registrar
Canterbury Land Registration District

TAKE NOTICE that the land hereinafter described is subject to conditions in relation to a subdivision

> *"That no dwelling or other principal building is permitted within the 'no build' area marked on the survey plan.*
>
> *And that the 'no build' area may not be utilised for the purpose of contributing to any future calculation of dwelling density and/or lot size calculation and/or any future boundary adjustment under the rules of the Operative District Plan."*

AND THAT you are hereby requested to register the same pursuant to Section 221 of the Resource Management Act 1991.

DESCRIPTION OF LAND

All that piece of land marked 'Area 'A', 'Y' & Z' on Lot 2 DP 580320 and Section 1 SO 559834 as held in Record of Title 1080376.

DATED this 25th day of October 2022

SIGNED for and on behalf of Selwyn District Council

mholdey. Authorised Officer

www.selwyn.govt.nz
Selwyn District Council, 2 Norman Kirk Drive Rolleston / PO BOX 90, Rolleston 7643
Tel: 03 347 2800 Fax: 03 347 2799 Email: admin@selwyn.govt.nz

View Instrument Details

Instrument No	12539590.5
Status	Registered
Date & Time Lodged	30 September 2022 14:37
Lodged By	Allen, James Robert
Instrument Type	Consent Notice under s221(4)(a) Resource Management Act 1991

Affected Records of Title	Land District
1080375	Canterbury
1080376	Canterbury

Annexure Schedule Contains 1 Pages.

Signature

Signed by James Robert Allen as Territorial Authority Representative on 29/09/2022 03:39 PM

***** End of Report *****

Selwyn DISTRICT COUNCIL

www.selwyn.govt.nz

IN THE MATTER of the Resource Management Act 1991

AND

IN THE MATTER of Resource Consent 225413 and Deposited Plan 580320

CONSENT NOTICE PURSUANT TO S.221 RESOURCE MANAGEMENT ACT 1991

To: The District Land Registrar
Canterbury Land Registration District

TAKE NOTICE that the land hereinafter described is subject to conditions in relation to a subdivision

"That the applicant for resource consent RC225413 to create proposed Lot 1 and 2 of this subdivision, has chosen to rely on Selwyn District Council records, instead of undertaking a site specific investigation to determine whether or not the site is likely to have had an activity or industry undertaken on it in the past that would have caused the land to become contaminated.

Although relying on Council records is allowed by the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NESCS), Selwyn District Council records do not identify all soil contamination in the District.

Hazardous activities or industries that did not require a resource consent or building consent at the time they were established or that Selwyn District Council and/or Environment Canterbury did not otherwise know about may not be included in the Council's contamination records. Therefore, a site's absence from contamination records should not be taken as confirmation that there is no further contamination on the site."

AND THAT you are hereby requested to register the same pursuant to Section 221 of the Resource Management Act 1991.

DESCRIPTION OF LAND

All those pieces of land being Lot 1 and Lot 2 DP 580320 as held in Records of Title 1080375 & 1080376.

DATED this 1st day of September 2022

SIGNED for and on behalf of Selwyn District Council

_____Authorised Officer

View Instrument Details

Instrument No	12539590.6
Status	Registered
Date & Time Lodged	30 September 2022 14:37
Lodged By	Allen, James Robert
Instrument Type	Consent Notice under s221(4)(a) Resource Management Act 1991

Affected Records of Title	Land District
1080376	Canterbury

Annexure Schedule Contains 2 Pages.

Signature

Signed by James Robert Allen as Territorial Authority Representative on 26/10/2022 12:01 PM

***** End of Report *****

Selwyn DISTRICT COUNCIL

www.selwyn.govt.nz

IN THE MATTER of the Resource Management Act 1991

AND

IN THE MATTER of Resource Consent 225413 and Deposited Plan 580320

CONSENT NOTICE PURSUANT TO S.221 RESOURCE MANAGEMENT ACT 1991

To: The District Land Registrar
Canterbury Land Registration District

TAKE NOTICE that the land hereinafter described is subject to conditions in relation to a subdivision

> *"That the area shown as "LLUR SIT 100837" and illustrated by red hatching on the stamped and approved subdivision scheme plan, given its possible historic use as a dumping pit is likely to contain contaminants that could be a risk to human health. Any future use or development of the site shall be undertaken in a way that avoids human exposure to soil in this area, with no disturbance of soil nor any other activity permitted that could harm human health. The construction of any future driveway shall avoid this area, and any residential unit and associated curtilage, including gardens of any kind, shall be separated by at least 20 metres from this area. It shall be the responsibility of the land owner to inform any persons undertaking work within the site, or residing on the site, including any potential tenants should the land be leased, of this requirement."*

AND THAT you are hereby requested to register the same pursuant to Section 221 of the Resource Management Act 1991.

DESCRIPTION OF LAND

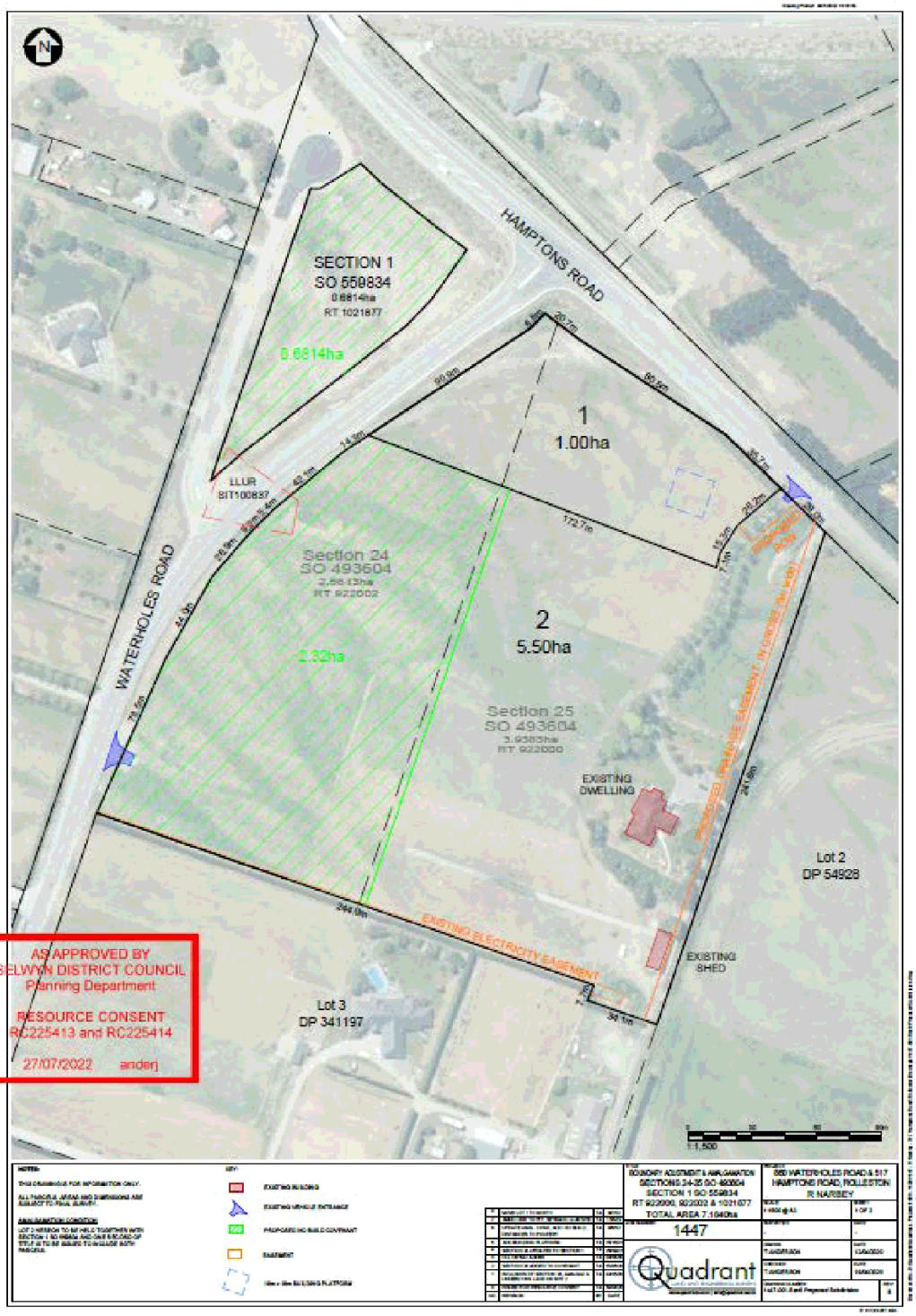
All that piece of land marked "LLUR SIT 100837" on Lot 2 DP 580320 and Section 1 SO 559834 as held in Record of Title 1080376.

DATED this 25th day of October 2022

SIGNED for and on behalf of Selwyn District Council

mholdey Authorised Officer

www.selwyn.govt.nz
Selwyn District Council, 2 Norman Kirk Drive Rolleston / PO BOX 90, Rolleston 7643
Tel: 03 347 2800 Fax: 03 347 2799 Email: admin@selwyn.govt.nz


HAMPTONS ROAD
WATERHOLES ROAD
SECTION 1
SO 559834
0.6814ha
RT 1021877
0.6814ha
1
1.00ha
2
5.50ha
2.32ha
Section 24
SO 493604
2.5613ha
RT 922002
Section 25
SO 493604
3.9383ha
RT 922000
LLUR
SIT100837
EXISTING DWELLING
EXISTING SHED
EXISTING ELECTRICITY EASEMENT IN GROSS (3m WIDE)
Lot 2
DP 54928
Lot 3
DP 341197
AS APPROVED BY
SELWYN DISTRICT COUNCIL
Planning Department
RESOURCE CONSENT
RC225413 and RC225414
27/07/2022 anderj
BOUNDARY ADJUSTMENT & AMALGAMATION
SECTIONS 24-25 SO 493604
SECTION 1 SO 559834
RT 922000, 922002 & 1021877
TOTAL AREA 7.1940ha
1447
Quadrant
650 WATERHOLES ROAD & 517
HAMPTONS ROAD, ROLLESTON
R NARSEY
1:1,500

BASELINEGROUP

Appendix 4: Integrated Transport Assessment (ITA)

novo group
Planning. Traffic. Development.

Integrated Transport Assessment

prepared for

DEG TEGH FATEH SIKH SOCIETY

517 Hamptons Road, Selwyn

29/07/24

Integrated Transport Assessment

prepared for:

DEG TEGH FATEH SIKH SOCIETY

517 Hamptons Road, Selwyn

Novo Group Ltd
lisa@novogroup co nz
PO Box 365, Christchurch 8140
P: (03) 365 5570
E: info@novogroup.co.nz
W: www.novogroup.co.nz

Document Date:	29/07/2024
Document Version/Status:	Final
Project Reference:	0442015
Project Manager:	Lisa Williams, Senior Transport Engineer and Planner
Prepared by:	Lisa Williams, Senior Transport Engineer and Planner
Reviewed by:	Nick Fuller, Principal Transport Engineer

Table of Contents

List of Figures and Tables

Appendices

Introduction

1. Deg Tegh Fateh Sikh Society has commissioned Novo Group to prepare an Integrated Transport Assessment (ITA) to establish a community facility (Sikh Temple) and associated car parking on the application site.

2. This report provides an assessment of the transport aspects of the proposed development. It also describes the transport environment in the vicinity of the site, describes the transport related components of the proposal and identifies compliance issues with the transport provisions in the District Plan It has been prepared broadly in accordance with the Integrated Transportation Assessment Guidelines specified in New Zealand Transport Agency Research report 422, November 2010

3 The proposal includes a new 333m^2 GFA community facility and ancillary gardens, utilises the existing vehicle crossing to Waterholes Road, and proposes a 6 0m wide access to 52 on-site car parks

4 The site location is illustrated in **Figure 1** and a copy of the proposed plans are provided in **Appendix 1**

Figure 1: Site Location [Source: Canterbury Maps]

Transport Environment

5. The site fronts both Hamptons Road and Waterholes Road and the transport environment in the vicinity of the site are summarised below.

Existing Transport Network

Hamptons Road

6 The key characteristics of Hamptons Road are summarised in **Table 1** below

Table 1: Summary of Hamptons Road

Key Feature	Comment
Road Classification	Arterial
Cross-Section Description	Rural formation with a sealed carriageway width of approximately 6.5m, flush grass shoulders and a culvert / swale on the eastern side.
Traffic Volumes	1,330 vehicles per day (Mobile Road 2023 Estimate)
Speed	80km/h
Pedestrian / Cycling Infrastructure	None, other than a shared path on the eastern side of the Christchurch Southern Motorway overbridge. Otherwise, a mixture of sealed, gravel and grass shoulders

Waterholes Road

7 The key characteristics of Waterholes Road are summarised in **Table 2** below

Table 2: Summary of Waterholes Road

Key Feature	Comment
Road Classification	Collector
Cross Section Description	Rural formation with one marked traffic lane in each direction, approximately 2.0m wide sealed shoulders adject to flush gravel / grass.
Traffic Volumes	882 vehicles per day (Mobile Road 2023 Estimate)
Speed	80km/h
Pedestrian / Cycling Infrastructure	None (mixture of sealed, gravel and grass shoulders).

Crash History

8 The NZ Transport Agency Crash Analysis System (CAS) has been reviewed to identify crashes that have been reported on the frontage roads near the site for the full 2019-2023 and partial 2024 (to July) crash years. This identified one non-injury crash[1], associated with loss of control of a vehicle on Waterholes Road due to lose gravel on the shoulder of the road. This appears to be an isolated event. The road network in the vicinity of the site has been upgraded in recent years as part of the Christchurch Southern Motorway, this included realignment of Waterholes Road on the approach to the intersection with Hamptons Road. These changes have been subject to detailed road safety audits and are formed to a high standard.

[1] Reference: 201954989

Proposed Development

9. It is proposed to establish a community facility and associated car parking and access on the site. The proposed building and site plans are provided in **Appendix 1.**

10. The proposal includes a new 333m^2 GFA building, with associated deck and covered entrance areas wrapping around two sides of the building. The proposed community facility is for a new Sikh Temple with ancillary community garden.

11. The Temple would be open seven days a week to its members from 4 am to 10 pm. Morning prayers take place between 4:00 am and 6:30 am and would typically be attended by up to 20 people Evening prayers are held from 6:00 pm to 7 30 pm in Winter and 7:00 pm to 8 30 pm in Summer During these evening prayer times it is anticipated up to 50 people would attend site

12 Larger events would be held predominantly over the weekends Regular peak times are Sundays 11 30 am to 2 pm, with up to 290 persons attending site In addition to the regular Sunday attendance, there are four times a year when special events would take place on the site (Diwali, New Year and Guru Birthdays)

13. There is an existing residential dwelling and farm which takes access to Hamptons Road. A connection to the existing access from Hamptons Road is provided for maintenance but this access will not otherwise be used for the proposed Temple activities / traffic.

14. The existing vehicle crossing to Waterholes Road, located near the site's western boundary will provide access to the Temple. This includes creation of a 6.0m wide formed access connecting to the 52 on-site car parks. The car parks will be designed to comply with the required dimensions of the Partially Operative District Plan, including standard car parks 2.5m wide by 5.4m long with a minimum 5.8m wide aisle, and a minimum of three compliant accessible spaces will be provided with a width of 3 6m, 6 1m length (including overhang) and minimum 5 8m aisle width

15 The 52 car parks will be formed to an all weather standard including shingle for the standard car parks and hardstand for the accessible parking spaces Lighting of the car park will be provided by low lux level bollards

16 Overflow parking will also be accommodated on grass areas within the site, when needed

Trip Generation

17. The applicant has provided an estimate of vehicles (refer to **Figure 2**), based on occupancies of 2.5 – 4.0 people per vehicle, noting that the regular attendees include are large proportion of families which typically arrive in one vehicle. This suggests 26-41 vehicles per day, averaged over a week (seven days).

Day	Time (AM/PM)	Attendees	Estimated Vehicles[1]
Monday	AM	20	5-8
	PM	50	13-20
Tuesday	AM	20	5-8
	PM	50	13-20
Wednesday	AM	20	5-8
	PM	50	13-20
Thursday	AM	20	5-8
	PM	50	13-20
Friday	AM	20	5-8
	PM	50	13-20
Saturday	AM	20	5-8
	PM	50	13-20
Sunday	AM	20	5-8
	Main Service	290	73-116
	PM	50	13-20
Weekly Average		102	26-41

Figure 2: Estimate of Attendees and Vehicles [From the AEE]

18. The daily vehicle movements would be double the number of vehicles, i.e., one movement for the vehicle arriving and another for it departing. This suggests 52 82 vehicle movements per day, averaged over a week.

19 This occupancy aligns well with observations of a variety of spiritual activities including that those with a larger proportion of family groups tend to have higher car occupancies, ranging from 3 2 people per vehicle to 4 7 people per vehicle This suggests that the traffic generation would be at the lower end of the range above, however in order to ensure a robust assessment, the higher traffic generation estimates have been included

District Plan Compliance

20 The site is located in the *General Rural Zone* (known as 'GRUZ') in the Partially Operative Selwyn District Plan (PODP) and *Inner Plains* in the Operative District Plan It is understood that there are appeals on the PODP provisions relevant to community facilities in this zone and as such the provisions of both plans must be considered.

21. Noting that the appeals on the transport chapter of the PODP are largely inconsequential (relating primarily to the likes of earthworks and natural hazards) a compliance check against these rules has also been included in **Appendix 2.** These are considered to be more relevant than the Operative District Plan rules in terms of guiding the assessment of effects. It is noted that under the PODP transport rules, the activity is Restricted Discretionary in respect of Rule TRAN-R7 for vehicle movements in a rural zone and requires a Basic ITA under Rule TRAN-R8.

22. The application is a discretionary activity overall in respect of both the Operative and Partially Operative District Plans and all relevant transport effects can be considered

Assessment of Transport Effects

23. The following assessment firstly addresses the parking and access effects, and then the specific assessment matters relating to TRAN-R7 and TRAN-R8 (Rural Vehicle Movements and High Traffic Generating Activities), followed by an assessment of wider road network effects.

Parking and Access

24 The PODP requires that all car parking associated with the activity in a rural location is provided for on the site or an adjoining site Based on the car occupancy rates, there would be a typical parking demand for less than 20 spaces (refer to **Figure 2**) for the majority of the time The maximum demand occurs at the main service on Sundays and is estimated as 73 116 spaces

25 The site provides 52 marked car parks which will meet the typical parking demand throughout the week other than the main service on Sundays During this time, informal parking for 21 64 vehicles would be required This is proposed to be met within grass areas of the site This informal parking would only be required once a week and there are several areas around the site that could be used, in rotation, to avoid any one area becoming muddy / dusty. As such the use of informal parking on grass can readily meet this overflow parking demand. The building is well separated from the road frontages and therefore it is unlikely that parking on the street would be a more attractive option than parking within the site. For these reasons, the site is considered to be self-sufficient in respect of car parking and no vehicles should be parking on the roadsides.

26. Any loading demand can also be readily met informally around the site and would not occur on street.

27 The formal car park is of sufficient dimensions to include compliant parking stalls and aisles as well as accessible parking This provides ample room for manoeuvring The site is large and the access design ensures that all vehicles can enter and exit the site in a forward gear / direction

28 Cycle parking demand is likely to be low and neither the Operative or Partially Operative, District Plan rules require any in a rural zone There is however ample space to accommodate any cycle parking demand that does occur, on the site

29. The access is proposed to be 6.0m wide and formed to an all-weather standard, e.g. hard fill / compacted aggregate. At least the first 10m of the access from the road boundary will be sealed, as is the existing vehicle crossing and this will reduce the potential for any mud / debris being carted onto the road.

30. The 6.0m formed access width allows for two vehicles to pass in opposing directions and will avoid any queuing related effects. There is also good visibility along the access to ensure it can operate safely and efficiently.

31. Overall, the parking arrangements and access design are considered to be appropriate to meet the needs of the activity

Rural Vehicle Movements and High Traffic Generating Activities

32. Rule *TRAN-R7 Rural Vehicle Movements*, permits an average of 60 vehicle movements per day averaged over any one week period. As outlined above, the site is anticipated to generate a weekday average traffic generation of 52 82 vehicle movements per day, and could therefore exceed this threshold

33 In respect of Rule TRAN R7, the relevant assessment matters[2] are:

> *TRAN-MAT4 7 Whether provision is made for safe and efficient vehicle circulation and access arrangements, including for pedestrians and cyclists*
>
> *TRAN-MAT4 8 The ease and safety of access to the activity from any mobility parking provided off-site.*
>
> *TRAN-MAT10.1 Any works required to the road to upgrade it to the formation standards listed in TRAN-SCHED3 Road Formation and Operational Standards.*
>
> *TRAN-MAT10.2 Any potential effects of traffic on the amenity values of surrounding residents and on other uses of the road.*
>
> *TRAN-MAT10.3 In respect to the integration of land use and transport, the appropriateness of the location within the existing and planned road network.*
>
> *TRAN-MAT10.4The position and design of any vehicle crossing or vehicle access and egress.*

34 Rule *TRAN-R8 High Trip Generating Activities* requires a basic ITA for activities generating 50 120 vehicle movements in the peak hour and a full ITA for activities generating more than 120 vehicle movements in the peak hour

35 Given the duration of stay will typically exceed one hour, the peak hour of the activity would occur in associated with the main Sunday service (or annual events) and be in the range of 73 116 vehicle movements per hour.

36. This would require a Basic ITA however noting that the activity is discretionary in the zone, the full ITA assessment criteria have also been assessed. Those relevant[3] to the assessment are:

> *TRAN-MAT9.1 Whether the provision of access and on-site manoeuvring areas associated with the activity, including vehicle loading and servicing deliveries, affects the safety, efficiency, accessibility (including for people whose mobility is restricted) of the site, and the land transport network (including considering the network classification of the frontage road).*
>
> *TRAN-MAT9.2 Whether the design and layout of the proposed activity promotes opportunities for travel other than private cars, including by providing safe and convenient access for travel using more active modes*
>
> *TRAN-MAT9 3 Having particular regard to the level of additional traffic generated by the activity and whether measures are proposed to adequately mitigate the actual or potential effects from the anticipated trip generation (for all transport modes) from the proposed activity,*

[2] It is noted that TRAN-MAT7 relating to landscaping is best assessed by others.
[3] In respect of the other assessment matters it is noted that: the assessment is prepared by a "transport specialist", the site will not generate more than 250 heavy vehicle movements per day, and there are no reasons an ITA is not required

including consideration of cumulative effects with other activities in the vicinity, proposed infrastructure and construction work associated with the activity.

37. Noting the assessment matters for rules TRAN-R7 and R8 require similar considerations, the following assessment covers both. In respect to TRAN-MAT 4.7, 4.8 and 9.1 regarding parking, manoeuvring and access, these aspects have been considered above and are not discussed further.

38 The peak hour of the activity occurs between 11 30 am to 2 pm on Sundays and is outside of the peak hours on the road network During the peak hours on the road network, traffic generation associated with the site is anticipated to be less than 20 vehicle movements per hour

39 The frontage roads have been recently upgraded as part of the Christchurch Southern Motorway overbridge and associated works They are already formed to a high standard appropriate for the rural zone and no additional upgrades are considered necessary.

40. Other than the main Sunday service (and few annual events) there are relatively low volumes of traffic associated with the site and well below that generally anticipated (60 vehicle movements per day). These volumes can be readily accommodated by the existing road network and are unlikely to be noticeable over and above the existing traffic volumes on the surrounding road network.

41. Whilst amenity related effects are best assessed by others, it is noted that the location of the site on the corner of an arterial road and collector road and in close proximity to the Christchurch Southern Motorway would suggest that the additional traffic on the surrounding road network would be less noticeable than in more remote rural areas with access to lower volume, local roads

42 The traffic associated with the main Sunday service (and few annual events) occurs outside of the peak hours on the road network and can be readily accommodated within the existing road network capacity The intersection of Waterholes Road and Hamptons Road has been upgraded to a high standard including a right turn lane on Hamptons Road This intersection design and layout can readily accommodate the additional turning movements associated with the site, safely and efficiently.

43. The proposed access to the recently realigned section of Waterholes Road utilises an existing sealed vehicle crossing. Noting the 80km/h speed limit, the PODP would require 203m visibility in each direction (for a new vehicle crossing). This vehicle crossing is located on the inside bend in the road and has unrestricted visibility to the south. To the north, 145m visibility is provided after which it is partially obscured by vegetation planted along the road boundary of the site however full visibility returns beyond the planting (around 195m from the vehicle crossing) where the road rises towards the intersection with Hamptons Road. This vegetation is newly planted trees which it is assumed will be maintained as a hedge / shelter belt As long as it is maintained to a low height (<2m) the alignment of the road is such that visibility is not entirely obscured this will not impact on the ability of people to safely select a gap in traffic to exit the site

44 The vehicle crossing is well separated from other vehicle crossings on the same side of the road There is sufficient separation and good visibility between the vehicle crossing to the site and the nearest vehicle crossings on the opposite side of the road so as to avoid any potential for confusion or conflict between vehicles turning at each vehicle crossing.

45. There is approximately 110m between the vehicle crossing and the cul de sac road intersection on the opposite side of Waterholes Road, located north of the vehicle crossing. This will avoid any potential for conflict between turning vehicles. There is also good visibility from the vehicle crossing to the intersection to enable vehicles leaving the site to observe and give-way to any traffic turning south from the intersection, towards the vehicle crossing.

46. The layout of Waterholes Road adjacent to the vehicle crossing includes a sealed width of 10 11m as the road narrows towards the south and widens towards the north on the approach to the intersection with Hamptons Road At the vehicle crossing this includes approximately 3 4m wide traffic lanes and with approximately 2m wide sealed shoulders This will allow a vehicle slowing to turn left into the site to pull to the left and allow following traffic to pass It will also enable sufficient space for any north bound vehicles to slow and pass around a vehicle slowing / stopped to turn right into the site This reduces any delay or potential for rear end collisions associated with vehicles slowing to enter the site.

47. The vehicle crossing has appropriate corner radii and the access is 6.0m wide ensuring that vehicles entering the site are not impeded by those waiting to exit. It is also sealed to the road boundary and the seal is proposed to be extended a minimum of 10m into the site.

48. Options for travel via other modes are limited with the nearest bus stop located on Jones Road, some 1.6km from the site. Whilst this is a walkable and bikeable distance for many people, this would primarily be along grass berms, and sealed / gravel shoulders. This is typical of rural roads and may still provide a viable alternative travel option for some people visiting the site. The nature of the activity is such that most people will arrive by private vehicle however as discussed above, there tends to be higher car occupancies rates associated with families and groups travelling in the same vehicle This characteristic contributes to reducing private vehicle travel despite the lower use of other modes The rural location has been selected to accommodate the needs of the activity including larger areas for the ancillary community gardens There are no further mitigation measures that could be provided on-site to improve access for other modes

49. Overall, the vehicle crossing, and frontage road formation is considered to be appropriate for safe and efficient access to the site, subject to maintenance of the hedge / shelterbelt by the applicant, to no more than 2.0m in height, to limit the extent to which this intrudes the visibility to the north.

Wider Road Network Effects

50. Noting that the application is for a discretionary activity all relevant effects can be considered. The assessment matters above are fairly broad and the only additional matter for consideration would be any wider transport network effects.

51 The site fronts Hamptons Road and Waterholes Road, recognising their arterial and collector road classifications they provide for good access to Prebbleton, Rolleston, and Christchurch The site is therefore well located in respect of access to the wider road network for vehicular trips in all key directions

52 As also discussed above the peak hours of the activity do not coincide with the peak hours on the road network generally and are therefore unlikely to cause any wider road network capacity or safety concerns During the peak hours on the road network, the additional traffic associated with the activity is low and not likely to be noticeable over and above existing traffic volumes, or that which could occur as a result of other permitted activities on the site.

53. For the above reasons, any wider transport network related effects are considered to be less than minor.

Conclusion

54. The site will provide 52 formed car parks to cater for parking demand for the majority of the time, during the main Sunday service and few annual events, where additional parking demand may occur, this can be met informally within grass areas around the site. Any loading and cycle parking demand can also be readily met informally within the site. As such, no parking or loading related effects are anticipated to occur on the frontage roads

55 The site will utilise an existing vehicle crossing to Waterholes Road which has an appropriate formation to accommodate all turning movements to and from the site The access will be 6 0m wide and sealed for the first 10m from the road boundary and then formed to an all-weather standard This will provide good access to the site and avoid any queuing or congestion related effects on Waterholes Road

56 Overall, the vehicle crossing and existing layout of Waterholes Road are considered to be appropriate for safe and efficient access to the site, subject to maintenance of the hedge / shelterbelt by the applicant, to no more than 2.0m in height, to limit the extent to which this intrudes the visibility to the north. This could be included as a condition of consent to ensure ongoing compliance.

57. The site is also considered to be well located within the transport network for vehicular trips in all directions and noting that the peak hours of the activity do not coincide with that of the road network generally, there is ample capacity to accommodate the anticipated traffic safely and efficiently within the existing road network.

58. Further to the above, the proposal can be supported from a transport perspective and transport effects are considered to be acceptable and less than minor

Appendix 1: Proposed Plans

517 HAMPTONS ROAD

PROPOSAL	
Community hall for 280 pax, ancillary rooms and associated infrastructure	
SITE INFORMATION	
Site Address	517 Hamptons Road & 860 Waterholes Road Rolleston, 7276
Legal Description	LOT 2 DP 580320 Section 1 Survey Office Plan 559834 SO
Easements	Refer to title for various easements Proposed building area unaffected
Area	61,457m^2
DISTRICT PLAN	
Authority	Selwyn District Council
Zones	Inner Plains Zone
Proposed building is a non-residential, non-rural activity in excess of 100m2	
NZ BUILDING CODE	
Climate Zone	5
Earthquake Zone	2
Exposure Zone	B
Lee Zone	No
Rainfall Zone	40-50mm/hr (BRANZ)
Wind Region	A
Wind Zone	High
Building Importance Level	2
CONSULTANTS	
Survey	-
Geotechnical Engineering	-
Town Planning	Baseline Group

1 URBAN CONTEXT

2 LOCATION PLAN 1:5000

2316

517 HAMPTONS ROAD
DEG TEGH FATEH SIKH SOCIETY

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NORTH

PROJECT DETAILS
SITE 517 HAMPTONS ROAD, ROLLESTON 7676
CLIENT DEG TEGH FATEH SIKH SOCIETY

DATE MAY 2024
DESCRIPTION RESOURCE CONSENT

SCALE 1:5000 @ A3
DATE 6/05/24

LOCATION PLAN
A1-001

KEY - EXISTING & DEMOLITION

- Subject site boundary
- Adjacent site boundary in same ownership
- Existing building to be demolished
- Existing building to be retained
- Existing planting
- Existing vehicle access

DISTRICT PLAN

Authority	Selwyn District Council
Zone	Inner Plains Zone

OPERATIVE DISTRICT PLAN BUILT FORM RULES

Structure coverage	5%
Maximum building height	8m
Road boundary setback	20m
Internal boundary setback	5m

OVERLAYS

Overlays Airport Noise	50dBA Contour

ROADING

Hamptons Road	Arterial
Waterholes Road	Arterial
NZTA-4	Motorway

EARTHWORKS

Maximim	50,000m3

EXISTING STRUCTURE COVERAGE

Site area	61,457m^2
Existing structures	House, farm buildings
Structure coverage	Approx 124 + 343 = 467m^2 <1%

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517 HAMPTONS ROAD
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NORTH

PROJECT DETAILS
SITE 517 HAMPTONS ROAD, ROLLESTON 7676
CLIENT DEG TEGH FATEH SIKH SOCIETY

DATE MAY 2024
DESCRIPTION RESOURCE CONSENT

SCALE @ A3
DATE 6/05/24

EXISTING SITE PLAN
A1-002

KEY - PROPOSED

- Site boundary
- District plan boundary setbacks
- Existing building to be retained
- Existing planting
- Landscape area
- Hard surfacing

DISTRICT PLAN

Authority	Selwyn District Council
Zone	Inner Plains Zone

OPERATIVE DISTRICT PLAN BUILT FORM RULES

Structure coverage	5%
Maximum building height	8m
Road boundary setback	20m
Internal boundary setback	5m

OVERLAYS

Overlays Airport Noise	50dBA Contour

ROADING

Hamptons Road	Arterial
Waterholes Road	Arterial
NZTA-4	Motorway

EARTHWORKS

Maximim	50,000m3

PROPOSED STRUCTURE COVERAGE

Site area	61,457m^2
Existing structures	Approx 124 + 343 = 467m^2
Proposed hall	447m^2
Total coverage	914m^2
Structure coverage	<1%

CARPARKING

No minimum car-parking spaces required by district plan Main & accessible car-parking to be provided as required by the community & spaces given as indication only. All accessible parking to be on hard surfacing, all main parking to be on shingle surfacing

Main spaces	2.5 x 5.0m
Accesible spaces	3.6 x 5.0m
Aisle width	7.0m (min 6.6m)

SITE SERVICES

Wastewater, stormwater and water supply to be determined. Specialist advise & engineering design will be required

FLOOD MANAGEMENT

Refer to eCAN Floor Hazard Assessment dated 20 February 2024
- No high hazard areas on property
- New building is a permitted activity where the FFL is at least 300mm above the 200 year ARI floor level
- LIDAR data in proposed location - Existing GL between +38.5 to +39.3m
- Selwyn District 200 year ARI map for water depth above GL - No water depth identified in proposed building location
- Proposed FFL +39 5m (250mm above EGL)

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NORTH

PROJECT DETAILS
SITE 517 HAMPTONS ROAD, ROLLESTON 7676
CLIENT DEG TEGH FATEH SIKH SOCIETY

DATE	DESCRIPTION
MAY 2024	RESOURCE CONSENT
MAY 024	

SCALE 1:1500 @ A3
DATE 6/05/24

PROPOSED MASTERPLAN
A1-004

PROPOSAL
Community hall for 280 pax, ancillary rooms and associated infrastructure

AREA SCHEDULE

INTERNAL AREAS

Entrance lobby	11m2
WC facilities	23m2 + 23m2
Main hall	232m2
Tea point	9m2
Multipurpose room	22m2

GROSS FLOOR AREA

Building	331m2
Covered entrances	64m2
Covered side	77m2
Total coverage	447m2

INTERNAL AREA CALCULATIONS

COMMUNITY HALL
Add hall capacity calculations

WC
MBIE Calculator for toilet pans, basins & urinals

Building use	Assembly Hall
Occupancy	280
Option 2	Single sex toilet facilities only
Female	3 x WC, 2 x basin, 1 x accessible facility
Male	3 x WC, 2 x basin, 1 x accessible facility
Accessible facility	Minimum sized achieved, as G1/AS1 Additional space for baby change facility

NZ BUILDING CODE
Key elements at concept design stage. Further design to be completed at building consent stage

B STABILITY
IMPORTANCE LEVEL 2
IL-2 applies to all buildings & facilities expect those listed in IL 1, 3, 4 & 5
IL-3 does not applies, as the proposal is not;
- Building where more than 300 people congregate in 1 area
- Building with educational facility with a capacity more than 250 people

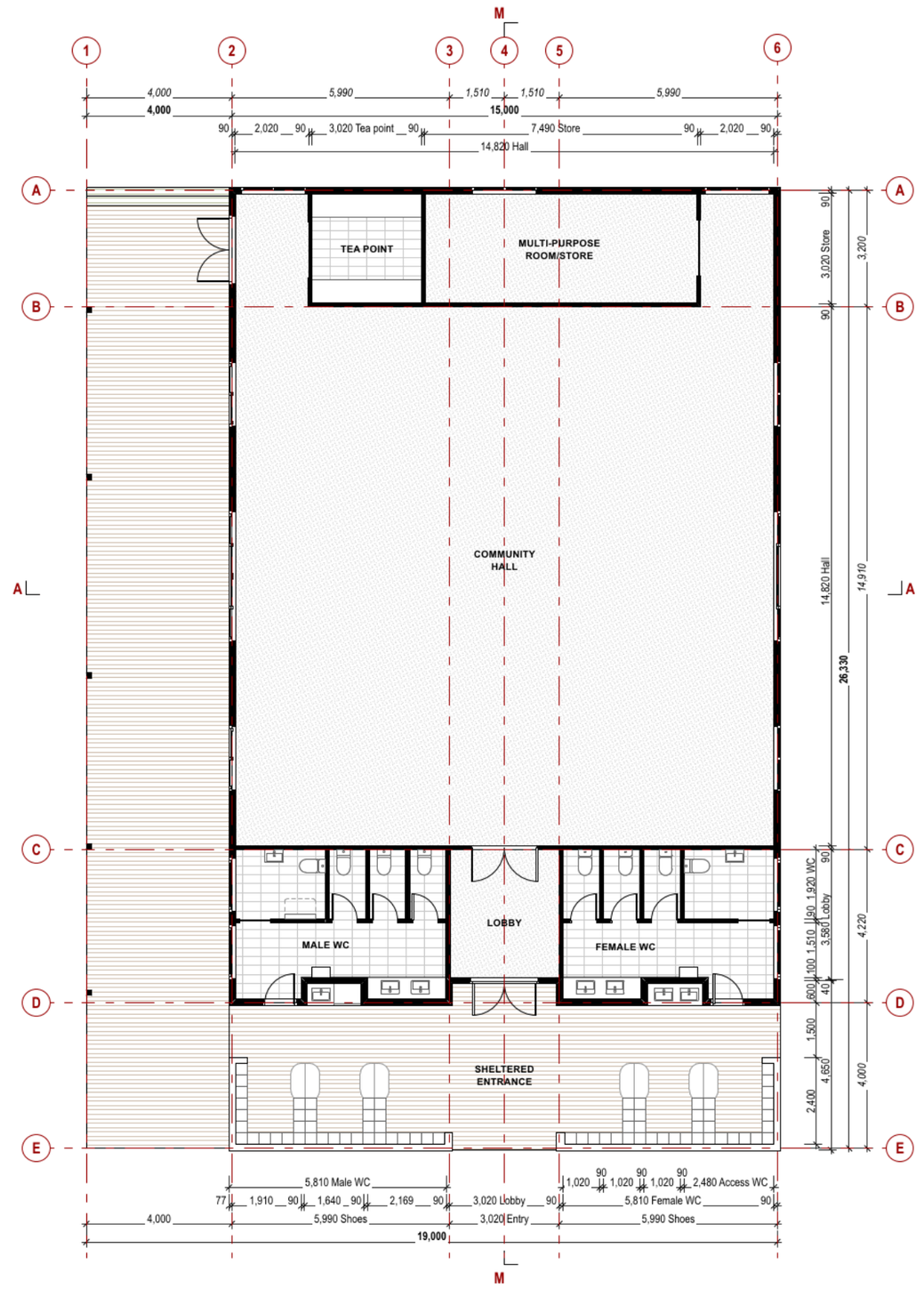
C FIRE

Risk Group	CA (Congregate, group activities)
Importance level	IL2
Occupant density (Table 1 2)	
Space with loose seating	0 8 x 232m2 = 290 persons
Multipurpose/store	Intermittent use
Total	290 persons
Sprinklers	Not required (<5,000 persons)
Escape routes from firecell	2
Escape route width (all)	7mm/person, min 1,000mm
Door width (all)	7mm/person, min 875mm
Total door width required	2,030mm
Per door	1,015mm
Provided	2x approx 1,800mm

D ACCESS
Ramped slope to main entrance 1:20 to avoid handrail, or 1:12 with handrail
Side steps to main entrance, and steps to rear entrance to be accessible
180 riser or 310 run, handrail only required if 2 or more risers

E MOISTURE
E1 surface drainage - On site management required

G SERVICE & FACILITIES
G1 Personal hygiene Accessible WC design to G1/AS1 Figures 6 & 7, minimum size 1,600 x 1,900mm
G12 Water supplies - On site management required
G13 Drainage - On site management required



2316 **517 HAMPTONS ROAD** DEG TEGH FATEH SIKH SOCIETY	META ARCHITECTS LTD CHRISTCHURCH NEW ZEALAND T | 022 044 2176 E | studio@metaarchitects.co.nz DO NOT SCALE DRAWING. DRAWINGS TO BE PRINTED IN COLOUR. CONTRACTOR TO VERIFY ALL DIMENSIONS PRIOR TO COMMENCING WORK.		PROJECT DETAILS SITE 517 HAMPTONS ROAD, ROLLESTON 7676 CLIENT DEG TEGH FATEH SIKH SOCIETY	DATE MAY 2024	DESCRIPTION RESOURCE CONSENT	SCALE 1:150 @ A3 DATE 6/05/24

GROUND FLOOR PLAN 1:150
A1-100

Appendix 2: Transport Compliance Check

Partially Operative Selwyn District Plan

TRAN - Transport

Transport

Rule	Compliance Assessment	Status
TRAN-R1 Works and Activities in a Land Transport Corridor		N/A
TRAN-R2 Creation of a New Land Transport Corridor		N/A
TRAN-R3 Land Transport Infrastructure not within a Land Transport Corridor		N/A
TRAN-R4 Vehicle crossings (GRUZ)	**Activity status:** PER 1. The establishment of a vehicle crossing **Where:** a. the vehicle crossing is located no closer to an intersection with a State Highway or arterial road than: i. 60m to the departure side of any intersection; and ii. 30m to the approach side of any intersection; and b the vehicle crossing does not service any: service station; or truck stop; or activity that generates more than: in PREC11 - Rural Services Precinct, 250vm/d elsewhere, 40vm/d **And the activity complies with the following rule requirements:** TRAN-REQ2 Access restrictions TRAN-REQ3 Number of vehicle crossings TRAN-REQ4 Siting of vehicle crossings TRAN-REQ5 Vehicle crossing design and construction TRAN-REQ6 Vehicle crossing surface	N/A (both vehicle crossings are existing)
TRAN-R5 Vehicle accessways (all zones)	**Activity status:** PER 1. The establishment and use of an accessway. **Where the activity complies with the following rule requirements:** TRAN-REQ7 Accessway design, formation and use	PER

	NH-REQ4 Natural Hazards and Earthworks	
TRAN-R6 Parking, manoeuvring and loading areas (All zones excl PREC 1-5)	**Activity status:** PER 3. Any parking, manoeuvring and loading areas associated with any activity that is not a residential activity **Where the activity complies with the following rule requirements:** TRAN-REQ8 Location of parking spaces TRAN-REQ9 On-site parking TRAN-REQ10 Mobility parks TRAN-REQ11 Cycle parks and facilities TRAN-REQ12 Vehicle loading areas TRAN-REQ13 Parking and loading gradients TRAN-REQ14 Access gradients TRAN-REQ15 Queuing spaces TRAN-REQ16 Vehicle manoeuvring TRAN-REQ17 Surface of parking and loading areas TRAN-REQ28 Landscape Strip for Parking Areas	PER
TRAN-R7 Rural Vehicle Movements and Associated Parking (GRUZ)	**Activity Status:** PER 1. Vehicle movements associated with any activity **Where:** The number of associated vehicle movements complies with TRAN-TABLE1 - Maximum Type and Number of Vehicle Movements [TRAN Table 1 Formed Sealed and maintained by SDC - Any activity access a local or collector road - Maximum VM of 60ecm/d per site (averaged over any one week period)]	RDIS
TRAN-R8 High trip generating activities	**Activity Status:** PER 1. The establishment of a new, or expansion of an existing activity listed in TRAN-TABLE2 - HTGA thresholds and ITA requirements **Where:** The activity does not exceed the basic ITA threshold in TRAN-TABLE2 - HTGA thresholds and ITA requirements; or The activity does exceed the basic ITA threshold in TRAN-TABLE2 - HTGA thresholds and ITA requirements but an ITA has already been approved for the site as part of a granted resource consent and the activity is within the scope of that ITA and in accordance with the resource consent, unless the resource consent has lapsed. [TRAN-TABLE2 ...	**RDIS**

	mixed use or other 50 vehicles per peak hour - Basic; 120 vehicles per peak hour GFA - Full] ***Comment:*** *73-116 trips in the activity peak hour requires a basic ITA*	
Rule Requirement		
TRAN-REQ2 Access restrictions	1. A vehicle crossing shall not be formed on an arterial road where the posted speed limit is 60km/hr or more. ***Comment:*** *N/A not a new vehicle crossing*	N/A
TRAN-REQ3 Number of vehicle crossings	1. There is no more than one vehicle crossing per site, except where: (a) The site has frontage to a collector road or local road, there may be a maximum of two vehicle crossings per site if each vehicle crossing is a single exit or entry (one-way flow); or (b) The site has a road frontage of more than 100m in length, there may be a maximum of three vehicle crossings per site; or (c) Access can be obtained to either road where the site accesses a collector road or local road, but not both; and (d) The road is maintained by a road controlling authority. ***Comment:*** *N/A not a new vehicle crossing*	N/A
TRAN-REQ4 Siting of vehicle crossings	1. Vehicle crossing(s) shall: a. comply with TRAN-TABLE4 - Vehicle crossing distances from intersections as illustrated in TRAN-DIAGRAM1 - Accessway separation from intersections; and b be located a minimum distance of 10m from the end of any splitter or approach island to a roundabout; and c. comply with TRAN-TABLE5 - Vehicle crossing sight distances as illustrated in DIAGRAM2 - Sight distance measurements and values; and d. not be formed within a State Highway. 5 Vehicle crossing(s) shall be no closer than 30m to the intersection of any railway line when measured from the nearest edge of the vehicle crossing to the limit line at the level rail crossing 7. Where a vehicle crossing(s) is to be formed it shall comply with the minimum access separation distances listed in TRAN-TABLE6A - Accessway separation from other accessways 10. No vehicle crossing(s) shall be located on Hoskyns Road between State Highway 1 and Jones Road. ***Comment-*** *N/A not a new vehicle crossing*	N/A
TRAN-REQ5 Vehicle crossing design and construction	1. Vehicle crossing design and construction shall comply with TRAN-TABLE6 - Vehicle crossing width requirements and illustrated in TRAN-DIAGRAM3 - Vehicle crossing widths and separation distances. ***Comment:*** *N/A not a new vehicle crossing.*	N/A

TRAN-REQ6 Vehicle crossing surfaces	1. Vehicle crossings where they adjoin a sealed carriageway shall be sealed for the full width and length of the vehicle crossing between the carriageway and the site boundary. ***Comment:*** *N/A not a new vehicle crossing*	N/A
TRAN-REQ7 Accessway design, formation and use (GRUZ)	1 Accessway(s) shall: a. be formed to comply with the design requirements listed in TRAN-TABLE3 Minimum requirements for accessways and TRAN-TABLE6A - Accessway separation from other accessways; and b have a minimum height clearance of 4 5m; and c. not directly access to: i. Railway Road from the area identified in PREC6 - Rolleston Industrial Precinct; or ii. Hoskyns Road from the area identified as Area 2 in PREC6 - Rolleston Industrial Precinct. iii Maddisons Road from the area identified as Area 3 in PREC6 - Rolleston Industrial Precinct; or iv. Two Chain Road, Runners Road or Walkers Road (north of the primary road intersection) from the area identified in PREC6A- Rolleston West Industrial Precinct. 12. Where access is shared to more than six sites this shall be via a road . ***Comment:*** *There is no accessway per the District Plan definition*	Complies
TRAN-REQ8 (GRUZ)	7. All car parking associated with any activity shall be wholly on the same site where the activity operates, or on an adjoining site. ***Comment****: the parking is on the same site as the activity*	Complies
TRAN-REQ9 N/A to GRUZ		N/A
TRAN-REQ10 Mobility Parking (all zones)	1 All activities shall provide the following number of mobility parking spaces: One mobility parking space is provided with the first 20 vehicle parking spaces; Not less than two mobility parking spaces is provided for up to 49 vehicle parking spaces; and One additional mobility park space for every additional 50 parking spaces is provided. 2 All mobility parks shall comply with the design requirements listed in TRAN-TABLE10 - Minimum parking area dimensions and illustrated in TRAN-DIAGRAM13 - Parking area formation dimensions ***Comment:*** *Complies*	Complies
TRAN-REQ11 Cycle parks and facilities		N/A

N/A to GRUZ		
TRAN-REQ12 Vehicle loading areas N/A to GRUZ		N/A
TRAN-REQ13 Parking and loading area gradients (ALL)	1 The gradient for any on-site parking or loading area surface for any non-residential activity is no more than: 1:16 (6 25%) at 90° to the angle of the vehicle park; and 1:20 (5%) when parallel to the angle of the vehicle park. ***Comment:*** *Complies*	Complies
TRAN-REQ14 Maximum access gradients to parking areas (All zones)	1. The maximum gradient for any access to a parking area is no more than: 1:4 (25%) on any straight section up to 20m in length; 1:5 (20%) where longer than 20m in length; and 1:6 (16.7%) around curves when measured on the inside line of the curve 2. The maximum change in gradient without a transition is no greater than 1:8 (12.5%). 3 Changes of grade of more than 1:8 (12 5%) are separated by a minimum transition length of 2m. ***Comment:*** *Gradients will comply*	Complies
TRAN-REQ15 Queuing Spaces N/A to GRUZ		N/A
TRAN-REQ16 Vehicle manoeuvring (ALL)	1 All activities shall provide sufficient on-site manoeuvring to ensure that vehicles do not reverse either onto or off a site which has access: To a State Highway or arterial road; or To a collector road where three or more vehicle parking spaces are provided; or To an accessway that serves a site with six or more vehicle parking spaces. 2. Parking and loading areas are formed so that vehicle operators do not need to undertake more than one reverse manoeuvre to exit the parking space or loading area. Note: Two vehicle parking spaces may be provided in tandem where on-site manoeuvring is provided to ensure that vehicles do not reverse either onto or off the site. ***Comment:*** *Complies, there is ample space to turn on-site so as to leave the site forwards.*	Complies
TRAN-REQ17 Surface of vehicle parks and loading areas GRUZ	6 Any vehicle parking or loading area expected to be used by vehicles accessing an educational facility or an activity involving the retailing of goods and services to the public shall be either metalled or sealed. ***Comment:*** *No retailing or education proposed*	N/A

TRAN-REQ28 Landscape Strip for Parking Areas N/A GRUZ	N/A

BASELINEGROUP

Appendix 5: Updated Productivity Assessment

Agri Intel
sustainable farming initiatives

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Agricultural Productivity Assessment

517 Hamptons Road, Rolleston

Prepared for Deg Tegh Fateh Sikh Society Incorporated

September 2024

This document serves as an update to the Agricultural Productivity Assessment conducted by Agri Intel for this site in November 2023. The findings and conclusions of the previous assessment should be disregarded.

Contents

The information contained in this report has been diligently prepared by the consultants on behalf of Deg Tegh Fateh Sikh Society Incorporated to the best of their knowledge and belief. Every reasonable effort has been made to ensure its accuracy and completeness. However, it is important to note that neither the consultants or Deg Tegh Fateh Sikh Society Incorporated accept any liability, whether contractual, tortious, or otherwise, for any direct, indirect, or consequential loss, damage, injury, or expenses that may arise from the use of the information provided in this report.

1. Executive Summary

The Deg Tegh Fateh Sikh Society Incorporated, the applicant, is seeking approval for resource consent contrust a community hall, along with an entrance road and carparking on Lot 2 DP 580320 & SEC 1 SO 559834 at 517 Hamptons Road, Rolleston. The applicant has owned this land since 2022.

The site is within the Inner Plains zone (Rural Zone) and according to NZLRI, possesses a Land Use Capability (LUC) of 3s-33, classifying it as high productivity under the National Policy Statement for Highly Productive Land (NPS-HPL). For a territorial authority to allow HPL to be subdivided, used, or developed for activities not otherwise enabled under clauses 3.7, 3.8, or 3.9, it must be satisfied that the exemptions in 3.10 of the NPS-HPL apply.

This report was prepared by Charlotte Senior, an Agriculture Consultant with experience conducting Agricultural Productivity assessments in the Selwyn District. The report includes addresses the potential fragmentation of the rural area and the loss primary production land, assessing both the current and potential productive capability of the site in relation to the NPS-HPL, particularly Clause 3.10. The assessment draws on on-site observations, an examination of historic satellite imagery and notable features in Canterbury Maps, as well as knowledge of the agricultural productivity and landscapes prevalent in the surrounding region.

In my view, the proposal satisfies the three tests outlined in Clause 3.10(1) of the NPS-HPL:

- Clause 3.10 (1a) - While there are some reasonably practicable options for improved land management, permanent constraints, such as land fragmentation and reverse sensitivity, make the use of this site economically unviable for at least 30 years, despite its HPL classification. A financial assessment of the most probable land use, cattle grazing and baleage production, shows this is economically unviable. As a standalone unit, the site cannot generate enough income to cover interest, taxes, and a return for management. Consequently, this site is unable to be commercially viable, both now and for the next 30 years.
- Clause 3.10 (1bi) – The land is unable to support economically viable production, therefore there is no significant loss of productive capacity in the district. The proposed 1ha reduction in land for primary production due to the proposed development is insignificant, representing a 0.0007% and 0.0001% loss of HPL in the district and region, respectively. The magnitude of change from the current state is minimal and insignificant.
- Clause 3.10 (1bii) – The surrounding landscape is already highly fragmented, with few large, geographically cohesive land parcels remaining. The site is bounded by busy roads, reducing its operational connectivity with other areas of HPL. Additionally, this proposal does not involve subdivision, maintaining its current configuration without exacerbating fragmentation.
- Clause 3.10 (biii) – The nearby Southern Motorway already imposes reverse sensitivity effects on the surrounding land, meaning the proposed development is unlikely to create additional reverse sensitivity issues for neighbouring primary production.
- Clause 3.10 (1c) - The combined environmental, social, cultural, and economic benefits outweigh the negligible loss of HPL (0.0007% in the district, 0.0001% in the region). The proposed community garden, while not considered to be a highly productive land use, would foster community engagement with food production and emphasise the value of HPL.

In summary, the proposal would result in the loss of negligible amount of HPL land which, while it classified as “highly productive” by the NPS-HPL definition, is constrained by factors that significant limit its productive potential over the long term. It is my conclusion that the proposal on this 6.15 ha site meets all the subclauses of 3.10 test, allowing for non-primary production activities as outlined in the NPS-HPL. Furthermore, it is worth considering that the site's actual productive capacity may be lower than its LUC3 classification suggests. The land, particularly the portion affected by the Southern Motorway development, could potentially be reclassified as LUC 4, meaning the proposal would not impact HPL, and an Agricultural Productivity Assessment might be unnecessary.

2. Site Description

The site is 6.15 ha on Lot 2 DP 580320 & SEC 1 SO 559834 situated at 517 Hamptons Road, Rolleston (**Appendix 1**). The site is split Waterholes Road. **Figure 1** shows the site area.

Figure 1: Property Boundary

The subject area is within the General Rural Zone (**Appendix 2**) of the Partially Operative Selwyn District Plan – Appeals Version (POSDP) which is past the point of challenge in respect of this site. As the NZLRI Land Use Capability maps indicate that the site has a Land Use Capability (LUC) of 3s-33 (**Appendix 3** and **4**) and the site is zoned General Rural under the POSDP, it currently constitutes HPL under the transitional provisions of the NPS-HPL.

Canterbury Maps indicates the presence of a single groundwater well (M36/5125), positioned in between the house and the farm shed. The well measures 58 meters deep and was drilled in 1996 for irrigation and household use. A search of Canterbury Maps for all active Environment Canterbury resource consents shows that there are one active resource consents, for Irrigation Use, as detailed in **Section 3.2**.

The site has flat topography. There are no waterways or wetlands within or surrounding the property.

The site is located between the townships of Rolleston and Prebbleton. Both towns are experiencing rapid growth, marked by new subdivisions and developments that offer a range of amenities and opportunities for residents in the area. Land use in the surrounding area is a mix of semi-rural living, including residential dwellings and lifestyle blocks used for cut and carry, drystock grazing, horse grazing and nurseries. Most of the rural land is low-density small blocks, four-hectare allotments are common. There are about 73

households within 1km of the block, over half of these are from the Devine Acres subdivision which is located 450 metres north-east of the property boundary. Templeton township is about 1.7km northeast of the property. As shown through historic satellite imagery, fragmentation has occurred at and in the surrounding environment of the site over many years, and the built environment has then occurred following fragmentation such as houses, rural lifestyle development and other commercial uses.

2.1. Site Observations

On 9 October 2023, Charlotte Senior (consultant from Agri Intel), conducted a site inspection.

The property is comprised of about 12 small paddocks ranging from about 0.1 to 1.0 ha in size. At present, the site is uses for horse grazing (**Figure 2**) and it includes a single household dwelling, driveway lined with trees, basic cattle yards (**Figure 3**), a sand horse arena, and a farm utility shed. This non-productive area is approximately 1.1 ha, meaning the effective area is approximately 5 hectares.

Figure 2: Current horse grazing. Sand arena in background. Farm shed. Photo taken 9 October 2023, on eastern side of property near the house.

Figure 3: Basic cattle yards located off Hamptons Road

The property features various vegetation, including scrubs and trees within the garden area, and native plantings between two paddocks. An established pine hedge borders the eastern boundary. The fencing, equipped with wooden posts and a few electric wires, is suitable for horse and cattle containment. It requires maintanence (i.e. wire straining). The absence of bottom wires and gaps between wires in some areas makes it currently unsuitable for smaller livestock like sheep (**Figure 4**).

Figure 4: Existing fencing, see no bottom wires. Photo taken 9 October 2023, looking east.

Water troughs are present in the paddocks, however most of these were dry (**Figure 5**), suggesting that these are disconnected to the water supply. It is also unknown if the small paddock on the northern side of Waterholes Road has a reticulated water source from the main block following the Christchurch Southern Motorway development. It is unlikely there is piping under the road, and the water source is connected to the main property. A stock water source would need to be established for reliable livestock grazing.

Figure 5: Water trough needs to be connected. Fencing maintenance needed to tighten wires. Photo taken 9 October 2023.

Pasture is lacking in vigour, possibly indicating acidic soil fertility and old pastures. The soil fertility appears suboptimal, shown by the positive pasture response to nutrients within stock urine patches (**Figure 6**). The removal of alkaline minerals such as calcium, and magnesium, through hay or baleage making, or absorption by grazing animals over time, without using fertiliser to optimise soil fertility, could have contributed to this condition. There have been no recent fertiliser applications.

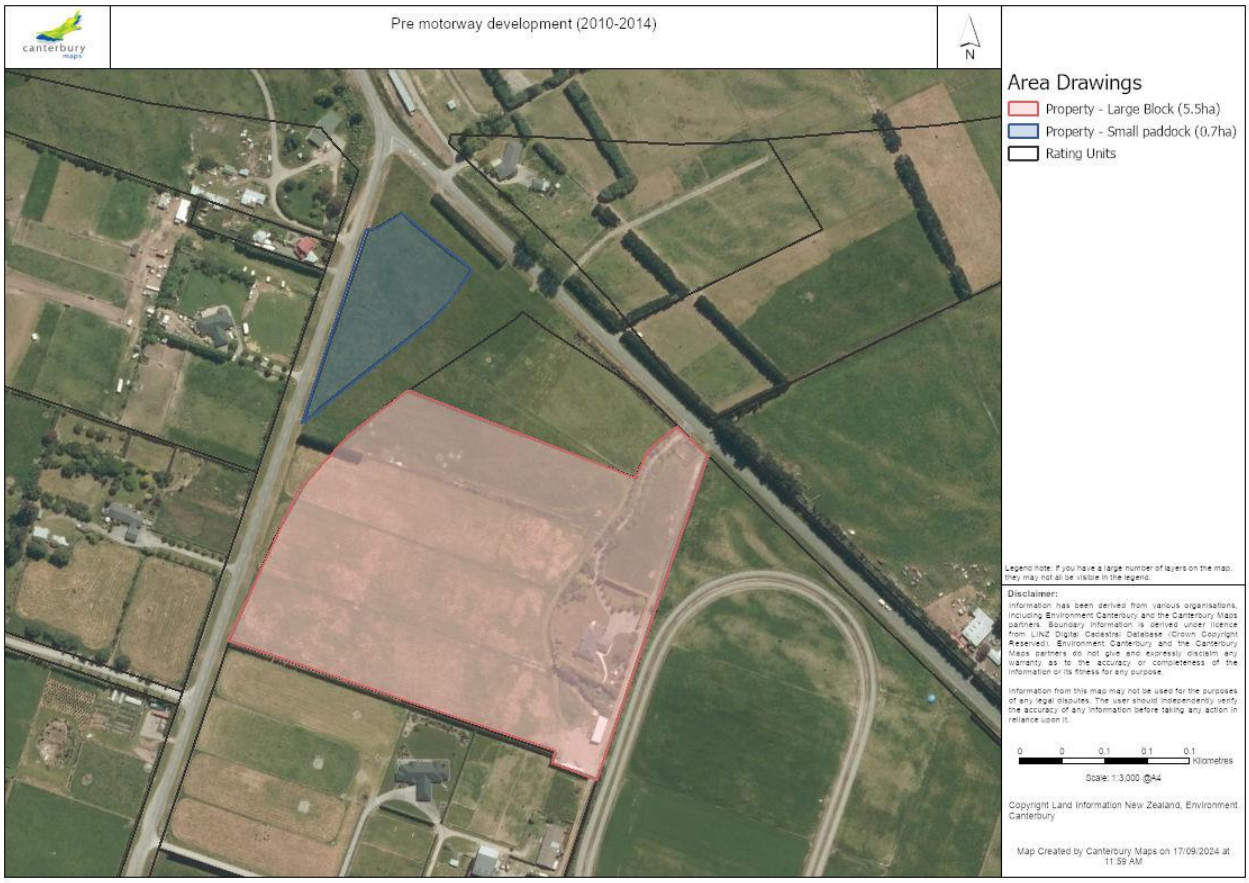
Figure 6: A paddock showing positive respond to stock urine patches. Photo taken 9 October 2023, looking west.

2.2. Historic Land Use

We have reviewed the historic satellite images on Canterbury Maps and Google Earth to validate previous land use. The block appears to have always been pastoral land use, primarily stock grazing and baleage making. Notably, there is no obvious signs of cropping activities, or moderate to high stock grazing intensity. Between 1940 and 1980, the property had two paddocks. In the early 1980s, the household dwelling was constructed, and since 2004, the number of paddocks has increased, primarily for stock grazing, likely cattle. Baleage is produced during late spring and summer and stored to be fed to livestock, especially during winter. Developments include establishment of a cattle yard and a farm shed in 2008 and the development of a sand horse arena and small horse paddocks with an internal laneway in 2020. Despite the presence of an irrigation consent, there are no apparent signs of irrigation usage. Notably, during the summers of 2017 and 2019, the property and its surrounding areas appeared notably dry relative to irrigated areas of other nearby properties.

From 2016 to 2019, the Christchurch Southern Motorway development occurred, which resulted in Waterholes Road splitting the property into two portions (**Figure 6**). The block near the motorway was used to store soil or substrate, as indicated by the large mounds and machinery present on historic satellite images.

Since the property was purchased in 2022 it has been used for grazing horses.



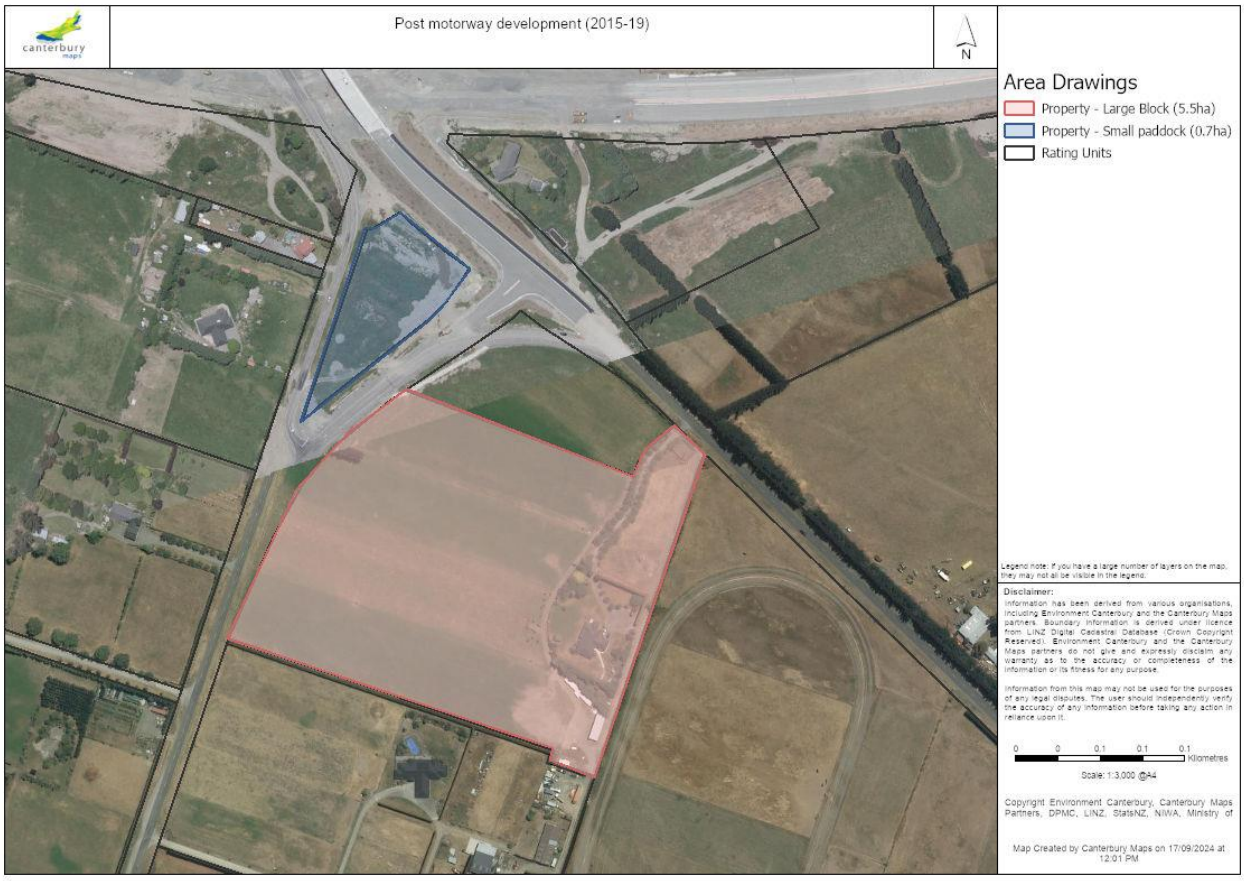


Figure 6: Pre and post Christchurch Southern Motorway development. Source: Canterbury Maps.

3. Productivity and Physical Constraints of the Land

Productive capacity, in relation to land, is defined in Clause 1.3 of the NPS-HPL as:
...the ability of the land to support land-based primary production over the long term, based on an assessment of:
(a) physical characteristics (such as soil type, properties, and versatility); and
(b) legal constraints (such as consent notices, local authority covenants, and easements); and
(c) the size and shape of existing and proposed land parcels

3.1. Physical Characteristics - Soils and Land Use Capability

According to S-Maps, the site features a shallow Eyre soil characterised by shallow depth, an extremely gravelly root barrier, and well-drained characteristics making it susceptible to dry soil moisture conditions, particularly during summer. The soils have a high nitrogen leaching vulnerability. **Table 1** provides more details on the dominant soil type. In accordance with the LUC classification (3s-33), *the soil properties in the rooting zone (shallowness, stoniness, low moisture holding capacity and low fertility)* are the dominant limitation to on the sites productive capacity, thereby influencing its suitability for specific land uses.

Table 1: Dominant Soil type. Source: S-Maps Database

Dominant Soil (S-Maps Ref)	Sibling Name	Texture	Depth	Drainage	Nitrogen leaching risk	Profile Available Water (0-60cm)
Eyre_2a.1	Eyre	Shallow loam	Shallow (20-40cm), extremely gravelly root barrier	Well drained	Medium	119

While an independent Land Use Capability Assessment was not conducted, the groundwater well (M36/5125) drilling log indicates grey sandy gravel soil from depths of 30cm to 35m. A search of the drilling logs of nearby bores shows the limited topsoil depth is typical for bores in the local area. This suggests that the land would have limited suitability for moderate to deep rooted horticulture and arable crops.

As mentioned in **Section 2.2**, the Christchurch Southern Motorway development resulted in Waterholes Road splitting the property into two portions. The small paddock (0.7ha) near the motorway was used to store soil or substrate, meaning the productive capacity of this paddock may be lower than what its default LUC classification suggests.

3.2. Legal and Land Use Constraints

The property's average annual rainfall is about 550 mm, insufficient for sustaining high-yield crops. Further, the soil is characterised by shallow depth, an extremely gravelly root barrier, and well-drained characteristics, which means the land is subject to periods of moisture stress. Therefore, without irrigation, the base stocking rate of the soil is relatively low.

An active irrigation consent (CRC241508) is in place, valid until 2030, allowing a maximum take of 10 litres per second, not exceeding 3,456 cubic metres in any 10 consecutive days and 34,800 cubic metres per annum. However, the current owner has not utilised this consent, and no irrigation infrastructure, such as an irrigation system, exists on the property. It is also likely that irrigation was either not used or not

effectively applied by the previous owner, as historic satellite imagery from the summers of 2017 and 2019 shows the pasture is notably dry compared to adjacent irrigated areas. Establishing irrigation capability would necessitate irrigation system infrastructure, estimated at $3,000 to $15,000 per hectare ($15,000 to $75,000 total across the effective area (5ha)) (depending on the type of infrastructure chosen[1]). While the lack of existing infrastructure and the associated costs pose a challenge, developing an irrigation system remains feasible. Implementing such a system would alleviate moisture stress and improve the productive potential of the land but would require financial investment.

The irrigation consent requires that water be taken exclusively from bore M36/5125. The Christchurch Southern Motorway development in 2017-2019 resulted in Hamptons Road splitting the property into two portions. To the knowledge of the property owner, no piping was installed from this bore beneath the new road during or after the motorway construction. Therefore, it is highly likely that the small paddock (0.7ha) on the northern side of Waterholes Road cannot be irrigated.

Given that the Selwyn-Waimakariri groundwater catchment is overallocated, if the irrigation consent is not used over the next six years, there is a risk of losing part of the consented volume if evidence of its use and necessity is insufficient. When the irrigation consent is due for renewal in six years, Environment Canterbury will assess the actual historic water usage. Therefore, consistent use of the consent will be important to retain the full allocation.

3.3. Land Use Constraints – Fragmentation

The site itself has been fragmented in recent years by the development of the Christchurch Southern Motorway, which has split the property into two portions via Hamptons Road. This division creates additional challenges for efficient land management and productive use, such as the ability of the small paddock to access the bore water, stock crossings and machinery operating in a small triangular paddock.

The site is situated within a highly fragmented landscape, with few large, contiguous land parcels (**Appendix 5**). The immediately neighbouring parcels are no larger than 14 hectares, and the predominant land use is rural lifestyle blocks rather than farms, limiting the efficiency of primary production. The prospect of consolidating surrounding parcels into a large, contiguous farming unit is highly improbable. Doing so would require negotiations for land sales or lease agreements with multiple owners, coupled with potential reverse sensitivity issues. The high capital value of the surrounding land ($90,000 to $275,000 per hectare) makes agricultural use even less feasible from a commercial standpoint of a potential lease, as discussed in **Section 5**. Additionally, the Christchurch Southern Motorway permanently restricts the integration of the subject site with northern land, further limiting the possibility of achieving the economies of scale needed for an efficient farming operation.

The existing fragmentation significantly hinders the productivity potential of the land; the more fragmented the High-Productive Land (HPL) is, the more challenging it is to implement land-based primary production. As outlined in the Section 32 report for the NPS-HPL[2], *While the fragmentation of land ownership is legally reversible, in practice this is not common as a property's value generally increases when it is converted to a rural lifestyle property. As a consequence, fragmentation of HPL generally results in the permanent loss of that*

[1] Systems with low development costs, such as k-line sprinklers, have more limitations, such as longer return periods, higher labour intensity and potential damage to crops when moving them.
[2] Page 29, National Policy Statement for Highly Productive Land: Evaluation report under section 32 of the Resource Management Act

land for land-based primary production. Fragmented ownership is well documented as a hindrance for intensive land use productivity.

In summary, the site's productive capacity may be lower than what its default LUC classification suggests, due to the highly fragmented landscape.

3.4. Land Use Constraints - Reverse Sensitivity

The agricultural productivity of the site is affected by reverse sensitivity issues due to its proximity to growing residential areas. The site is located between Rolleston and Prebbleton, both of which are expanding with new subdivisions and amenities. Approximately 73 households are within 1 km of the site, with over half in the Devine Acres subdivision, just 450 metres northeast of the property. Templeton is about 1.7 km away. This proximity to residential developments amplifies the reverse sensitivity issues, as nearby residents are more likely to raise complaints about standard farming activities, such as noise, odour, and dust.

Normal farming operations, such as the use of machinery, spraying, fertilisation, and burning, generate noise (especially outside typical residential hours), odours from livestock and agricultural activities, and air pollution, such as dust and smoke, which residents may find objectionable. This pressure can lead to farmers modifying or reducing these activities, limiting the land's productivity.

The surrounding area consists of small blocks of 2.8 to 14 hectares, which are typically farmed to a low intensity using a conservative farm system, avoiding the potential for reverse sensitivity conflicts. However, adapting farming schedules to avoid disturbing residents creates inefficiencies, limiting both current productivity and profitability.

While mitigation efforts like landscaped buffers could help, they would further reduce the land available for farming. As a result, the site's current and future productive capacity is constrained, and its long-term viability as a farming unit is increasingly at risk due to urban expansion.

4. Land Use Productivity Assessment

Several potential land use options were assessed, including dairy farming, arable and horticulture, baleage production, and drystock grazing. The current land use, horse grazing, is not considered to have agricultural productivity, as their primary purpose is recreational, sporting, and entertainment-related, particularly in horse racing. They are not raised for food production or traditional agricultural purposes. Therefore, they have been excluded from this productivity assessment.

Reasonably practicable options that could result in the HPL being retained for land-based primary production were assessed for each land use, by evaluating the options listed in Clause 3.10(2)(a) – (g).

4.1. Land Use Options

4.1.1. Dairy Farming

This land has never been used for dairy farming and several factors make it extremely improbable for such use:

- Lack of economies of scale - The land's size could only support only around 18 dairy cows (at an optimistic 3.6 cows/ha on the effective 5 hectares), severely lacking the efficiency scale required. The

costs associated with building a cowshed, effluent infrastructure, constructing a stock underpass under Waterholes Road, and compliance for a smaller property, would be prohibitively expensive.

- Lack of supply - Fonterra and other large milk producers would not allow a farm of this small scale to supply, necessitating operation in a bouquet town supply setting, which would require considerable marketing.
- Reverse sensitivity - The noise and odour from milking early mornings and effluent management would lead to reverse sensitivity effects in the surrounding areas, with over 70 households located within 1km of the property.

I consider these constraints to be significant and permanent, with no reasonably practicable options to overcome them to allow dairy farming on this land. Dairy farming would also require significant capital development, such as efficient irrigation infrastructure, capital fertiliser and reticulated water supply maintenance, however this is not considered a permanent constraint.

4.1.2. Horticultural and Arable Land Use

There is no historical evidence horticulture or arable land use on this property, and several significant, permanent limitations exist:

- High establishment costs and reverse sensitivity issues: Establishing a small-scale horticultural or arable operation is costly. To maximise productivity and efficiency, the block would need to be part of a larger operation, which is unlikely due to the challenges of the fragmented landscape and negotiating land sales or leases with multiple owners. Additionally, reverse sensitivity from rural lifestyle neighbours could limit farming activities, making investors more likely to seek alternative locations.
- Small size and inefficiency: Arable and horticulture rotations involve alternating the types of crops grown on land from season to season. This practice is important for maintaining soil health, reducing pest and disease buildup, and optimising nutrient use. Effective crop rotations require larger land areas for sustainability, however the fragmented surrounding landscape makes this impractical. Small-scale operations struggle with the economics of machinery ownership, and due to the small size, contractor timing can be very inconsistent or the establishment fees (cost of the contractor to turn up) make intensive land practices prohibitively expensive.
- Cold winters: The region's cold winters restricts the range of crops that can be grown, limiting horticultural potential.

I also consider the site's soil type to have moderate permanent limitations, as the dominant LUC Class 3 suggests (**Appendix 4**). The ideal soil type for horticulture and arable land use is a deep, fertile loam with moderate to high water holding capacity. However, the shallow, well-drained soil on this property is prone to soil moisture deficits, hindering crop growth, especially during summers. While investment in irrigation infrastructure would alleviate some issues, it doesn't overcome the constraints posed by shallow topsoil (30cm), which limits deep-rooted crops and cultivation methods.

The remoteness of the site to processing facilities also adds to a logistical and financial burden. Transporting large machinery and equipment through a developed area with heavy traffic to manage a small site is also challenging and inconvenient. However, I consider these factors a minor limitation.

In summary, in my opinion, the small size, fragmented landscape, reverse sensitivity and environmental limitations present significant and permanent constraints, making horticulture and arable land use inefficient and economically unviable on this site for the next 30 years, even with irrigation investment.

4.1.3. Pastoral Land Use - Drystock Grazing and Cut and Carry

The property has been historically used to graze beef cattle and making baleage. Cattle yards were built in 2008 for ease of transporting cattle to and from the property. The paddocks are well-sized grazing management, but there are permanent limitations to pastoral land use at full productivity, as follows:

- Busy roads: Livestock prefer to graze busy roadside boundaries for short durations and are likely to rest further away from the road. Crossing the busy Waterholes Road to access the small paddocks poses safety concerns, and constructing a stock underpass would be cost-prohibitive. This is a permanent constraint.
- Uneconomical machinery ownership: Machinery ownership on this small block is uneconomical, however the lack of critical infrastructure limits the efficiency of the pastoral land use. Relying on contractors for tasks like fertiliser application and baleage production may impact production, as contractor timing can be very inconsistent or the establishment fees can make intensive land practices prohibitively expensive. Further, without a tractor or feeder for distributing baleage to livestock, managing the stock becomes labour-intensive and inefficient. Sharing resources with neighbouring properties is unlikely due to the existing rural lifestyle land use and significant fragmentation of neighbouring properties. These properties are small-scale, focusing on lifestyle rather than commercial agriculture, and typically lack the necessary infrastructure for efficient farming operations. Additionally, their small scale and low return on investment further limit their capacity to invest in essential farming infrastructure, often resulting in a "make do" approach with minimal resources. This restricts their ability to engage in more efficient and productive farming practices, reducing the feasibility of any collaborative efforts to enhance agricultural operations in the area.
- Regulatory constraints: NES-F regulations prohibit the site from increasing (introducing in this instance) intensive winter grazing of forage crops or introducing dairy support stock (e.g dairy heifers) without consent from Regional Council. This is particularly important for this site which does not have high baseline nutrient losses, limiting the site's ability to support high-productivity pastoral land uses. Further, without winter forage crops, maintaining livestock through the winter would require significant supplementary feed, adding further challenges.

In my opinion, the property is not currently operating at its maximum productive potential for pastoral land use and substantial development would improve productivity. This includes installing irrigation systems, establishing new pastures, ensuring there is a reticulated stock water system to all paddocks, and applying significant amounts of capital fertiliser. The existing fencing and handling facilities would need to be upgraded to be suitable for grazing small livestock, such as sheep. However, while these improvements are possible, the busy roads, uneconomical machinery ownership, and regulatory constraints will remain permanent limitations to achieving full pastoral productivity.

4.1.4. Most Suitable Land Use

Considering various elements, it is my opinion that the most probable agricultural use for this property is small-scale pastoral land use (livestock grazing and baleage making). Given the small scale of the site impeding the ability to graze a considerable number of livestock and act as an external grazier (for example third-party dairy grazing of replacement heifers or dry cows), I consider beef steer finishing the most probable livestock enterprise.

5. Financial Viability

Considering various elements, the most probable use for the land parcels aligns with its historic utilisation, specifically cattle grazing and baleage making.

In terms of financial returns, the economic survey by Beef + Lamb New Zealand (B+LNZ) indicates that the average seven-year (2017-2024) average earnings before interest and tax (EBIT) per hectare for mixed cropping and finishing farms in South Island is $428 per hectare (**Appendix 6**). This farm class is typical to the Canterbury Plains, where a significant part of revenue comes from grain and small seed production, as well as livestock finishing or grazing. However, this Beef & Lamb model farm is 386 ha, while the site is about 5.0 ha effective, lacking economies of scale. If the 5.0 hectares is used for production, then the site will return as estimated $2,140 (**Table 2**).

I have also estimated a gross margin return of $1,060/hectare from baleage making (**Table 3**)

Table 2: Beef + Lamb Class 8 South Island Mixed Finishing Average Farm Profit Before Tax (average 2017-2022 + provisional 22-23 and forecast 23-24). Source: Beef & New Zealand (B+LNZ)

Land Use	EBIT/ha/yr	Total (5.0 ha)
Mixed cropping and finishing	$428	$2,140

Table 3: Baleage Gross Margin.

Baleage Gross Margin	$/ha	Total (5.0ha)	Assumptions
Revenue			
Baleage sold	$2,700	$13,500	$90/bale; 150 bales made (@250kgDMea)[3]
Expenses			
Fertiliser and applications	$738	$3,690	200kg/ha Cropmaster 15 ($1105/t) after each cut x3. Applications $25/ha
Contractor harvest	$902	$4,510	$50/bale, includes cut and wrapping
Net Margin	**$1,060**	**$4,300**	

I have used the most profitable enterprise, baleage making, for the following financial analysis, on the net return after the cost of capital. The gross margin figures shown above offer an estimate of potential profitability, but do not consider the cost of capital. Any prudent investor must consider capital cost, which could either be in the form of debt or equity. In theory, the cost of equity should be higher than the cost of

[3] 150 bales made assumes a total of 7.5tDM/ha/yr was cut from the effective pasture area (5 hectares), amounting to about 13.6 stock units per hectare, and no stock are grazed

debt. Currently, most banks utilise a long-term debt financing rate of 6.5% annually for planning. Additionally, in 2023, banks applied an 8% annual rate for 'stress-testing' the feasibility of loans. This analysis uses a debt cost of 6.5% and an equity cost of 8% annually. With an assumed typical debt burden of 30%, this results in an average capital cost of 6.95% per year. As of September 2021, the rating value for the land was $900,000 ($146,341 per hectare) (**Table 4**).

Table 4: Property Ratable Value

	Ha	Total Land Value	Land Value – Per ha	Total Improvement Value	CV - Total Value
Lot 2 DP 580320 & SEC 1 SO 559834	6.15	$900,000	$146,341	$850,000	$1,750,000

After deducting an annual capital cost of $10,171/hectare ($146,341/hectare x 6.95%), it becomes evident that the land is not economically viable in the long term, as shown in **Table 5**. As a standalone unit, the site cannot generate enough income to cover interest, taxes, and a return for management. Rural enterprises are currently enduring stringent financial pressures, dealing with reduced revenues, increased operating expenses, and rising interest rates. Consequently, I conclude that the site is unable to be commercially viable, both now and in the next 30 years.

Table 5: Estimated returns per hectare over the proposed block after deducting a cost of capital.

	Per hectare	Total	
Total EBIT (per annum)	$1,060	$5,300	5.0 ha effective existing
Cost of Capital	$10,171	$62,550	6.15 ha total
Net return after cost of capital	-$9,111	-$57,250	

6. Consideration of the NPS-HPL

6.1. Clause 3.10(1)

Clause 3.10(1) sets out three tests that must be met for an activity not otherwise provided for under Clauses 3.7, 3.8 or 3.9 to occur on HPL. A proposal must meet all parts of all three tests to be allowed on HPL. The following provides an assessment of these tests. These findings should satisfy Selwyn District Council that HPL Policy 3.10 is met, and therefore the HPL can be used for activities not otherwise enabled under clauses 3.7, 3.8, or 3.9 of the NPS-HPL.

Clause 3.10 (1a) - There are permanent or long-term constraints on the land that mean the use of the highly productive land for land-based primary production is not able to be economically viable for at least 30 years

Section 4 evaluates various land uses and all reasonably practicable options for retaining the HPL for land-based primary production. A combination of permanent constraints affecting the land's potential productivity have been pinpointed. The site is limited by the highly fragmented nature of the surrounding area, where

land parcels are predominantly small, providing very limited opportunities for the economies of scale needed to overcome the economic and physical challenges identified. While improvements in land management and development is possible, I consider this fragmentation, combined with potential reverse sensitivity issues from neighbouring properties, unable to be mitigated against and to have a permanence for at least the next 30 years. Therefore, the productive potential of the LUC Class 3 soil will never be realised, even if other barriers, such as the lack of irrigation infrastructure, are addressed.

Section 5 concluded that the most probable land use, cattle grazing and baleage making, is unable to be commercially viable, as this option fails to meet a positive net return after the cost of capital. This was a conservative assessment based on a typical Canterbury farm system (386ha); economic returns are likely to be lower due to the severe inefficiencies from the small scale.

Consequently, I conclude that this standalone 6.15 ha site will remain economically unviable, both now and for the next 30 years, despite the land to classed as HPL by NZLRI.

Clause 3.10 (1b) The subdivision, use, or development:

(i) Avoids any significant loss (either individually or cumulatively) of productive capacity of highly productive land in the district; and

As explained above (Clause 3.10(1a)), although the land is classed as HPL, in my opinion, this 6.15 ha site is unable to support economically viable production. Consequently, there is no significant loss of productive capacity within the district, satisfying Clause 3.10(1b)(i).

As discussed in **Section 3**, the site's productive capacity may be lower than its default LUC classification suggests. The subject area falls under LUC 3, situated on the fringes of HPL. The land used for the motorway development may have altered its natural productive capacity. It is possible that an independent LUC could classify this land as LUC 4, meaning then this proposal would not result in any loss of HPL.

The proposed development includes the construction of a community hall, entrance road, and carparking (refer to **Appendix 7**). This will reduce the effective area of the site by approximately 1 ha. While this reduction translates to a net loss of productive space, the impact is minimal in the broader context of the total LUC soils in the Selwyn District and Canterbury region. Specifically, the loss of 1 ha of HPL represents a 0.0007% loss in HPL within the district and a 0.0001% loss in the region[4].This loss can be offset by ongoing improvements in agricultural technology across the wider region, which will help maintain or enhance overall productivity.

In summary, I conclude the proposed loss of 1 ha of land classified as HPL to not have a significant adverse on the versatile soil resource or primary production of the district or regions soil resource. The magnitude of change from the current state is minimal and insignificant.

[4] This uses area of Canterbury and Selwyn HPL, 836,700ha and 140,560ha respectively, in the Statement of Evidence of Victor Mthamo for a hearing on Plan Change 79 to the Operative Selwyn District Plan (page 19).

(ii) Avoids the fragmentation of large and geographically cohesive areas of highly productive land; and

As discussed in **Section 3.3**, the surrounding landscape is already highly fragmented, with few large, geographically cohesive land parcels remaining. This fragmentation has been further intensified by infrastructure developments such as the Southern Motorway and the proximity of townships like Templeton, Rolleston, and Prebbleton. The site is bounded by roads, which have effectively reduced its operational connectivity with other areas of HPL. Furthermore, this proposal does not involve subdividing the land into smaller lots, which helps maintain the current land configuration without exacerbating fragmentation. Therefore, in my view, this proposal will not contribute significantly to any additional fragmentation of HPL.

(iii) Avoids if possible, or otherwise mitigates, any potential reverse sensitivity effects on surrounding land-based primary production from the subdivision, use, or development

The Southern Motorway on the northern boundary already introduces reverse sensitivity concerns related to land-based primary production, including noise, visual, and odour effects. Given the existing impact of the motorway, this proposal is unlikely to exacerbate these concerns. In my opinion, the development will not introduce any additional reverse sensitivity effects that would negatively impact surrounding land-based primary production.

Clause 3.10 (1c) - The environmental, social, cultural and economic benefits of the subdivision, use, or development outweigh the long-term environmental, social, cultural and economic costs associated with the loss of highly productive land for land-based primary production, taking into account both tangible and intangible values.

This assessment uses a cost-benefit analysis framework for HPL to identify the full range of values associated with HPL, using a Total Economic Value framework as outlined on page 37 of the NPS-HPL.

Environmental Effects

The proposal is expected to result in a slight improvement in water quality, as it would reduce the potential nutrient loss to groundwater from potential agricultural activities. This aligns with the water quality targets of the Selwyn Te Waihora zone implementation plan and supports the objectives of the National Policy Statement for Freshwater Management. Additionally, the proposal is anticipated to lower potential greenhouse gas emissions due to a marginal reduction in the potential stocking capacity.

Moreover, the reduction in agricultural activity could decrease the likelihood of the allocated irrigation water being used, which may result in the active irrigation consent not being renewed. This would provide a benefit to the overallocated Selwyn-Waimakariri groundwater catchment.

While these positive effects are relatively small—given the 1 ha reduction in primary production land—they nonetheless contribute to meeting Clause 3.9(2f) of the NPS-HPL (*providing for the retirement of land from land-based primary production for the purpose of improving water quality*)

Social and Cultural Effects

The proposal will increase human activity on the site, having a net positive impact on social and cultural aspects. The Sikh Society warmly invites all members of society to enjoy their property.

Additionally, the Sikh Society are exploring the concept of establishing a community garden (**Appendix 7**), to support their tradition of offering daily vegetarian meals. Several members of the Sikh Society are former farmers with agricultural expertise, which could contribute to the practices. However, due to the productive constraints of the land, this initiative would differ from a typical commercial horticultural operation. Instead, it would be more aligned with a small-scale, non-commercial garden, utilising substantial compost inputs, planter boxes, and possibly glasshouses. Without this proposal (i.e. the site being the main cultural gathering place for the Sikh community), establishment of the community garden is highly unlikely. While I do not consider this garden to be a highly productive land use in the traditional sense, it would enable the community to engage with food production and highlight the importance of HPL.

This increase in activity will enhance the sense of community and foster social interactions, having a positive social and cultural effects.

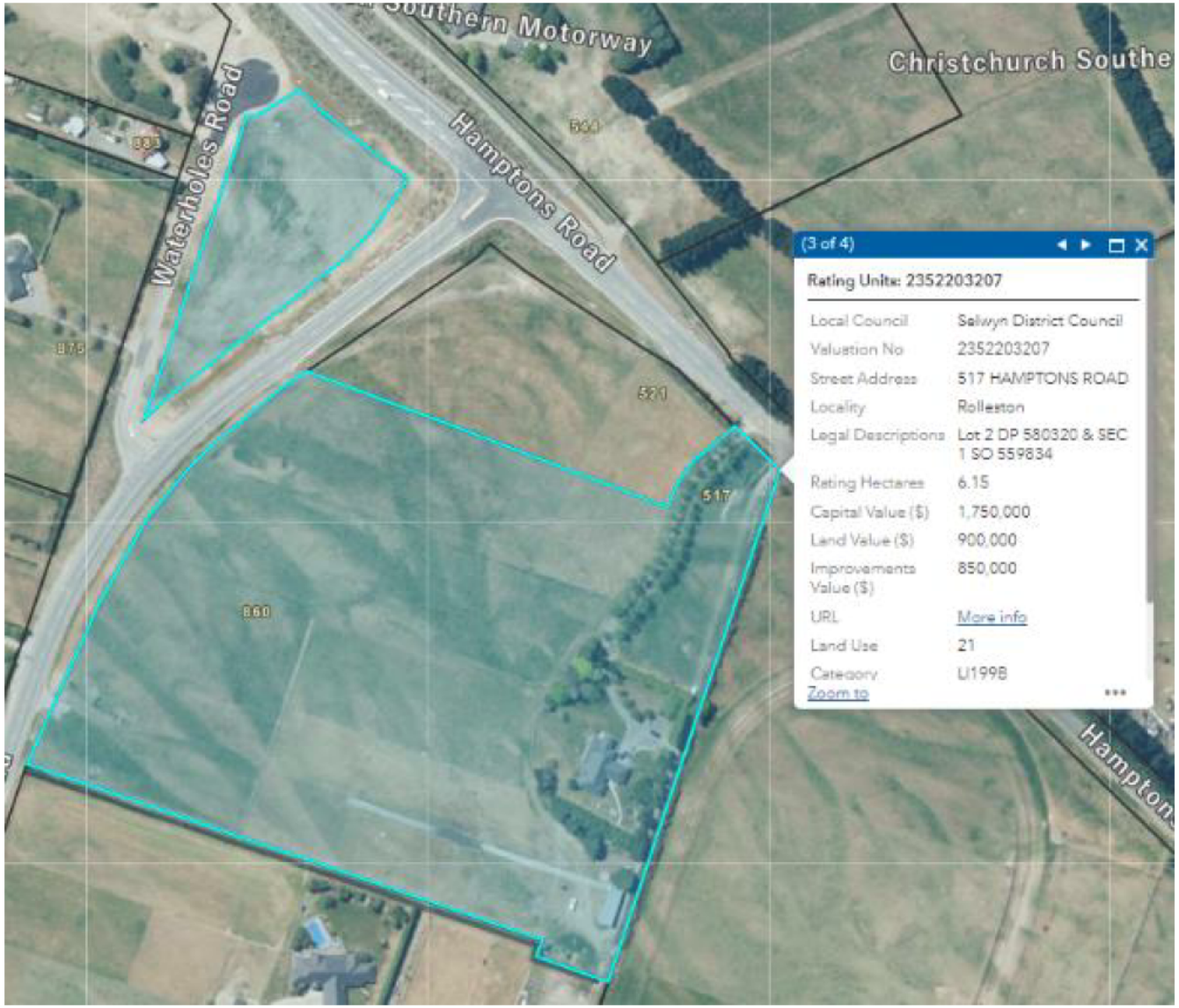
Economic Effects

The economic effects of this proposal are difficult to determine. The proposal will bring people into area, an opportunity to increased economic activity will enhance the overall economic health of the region.

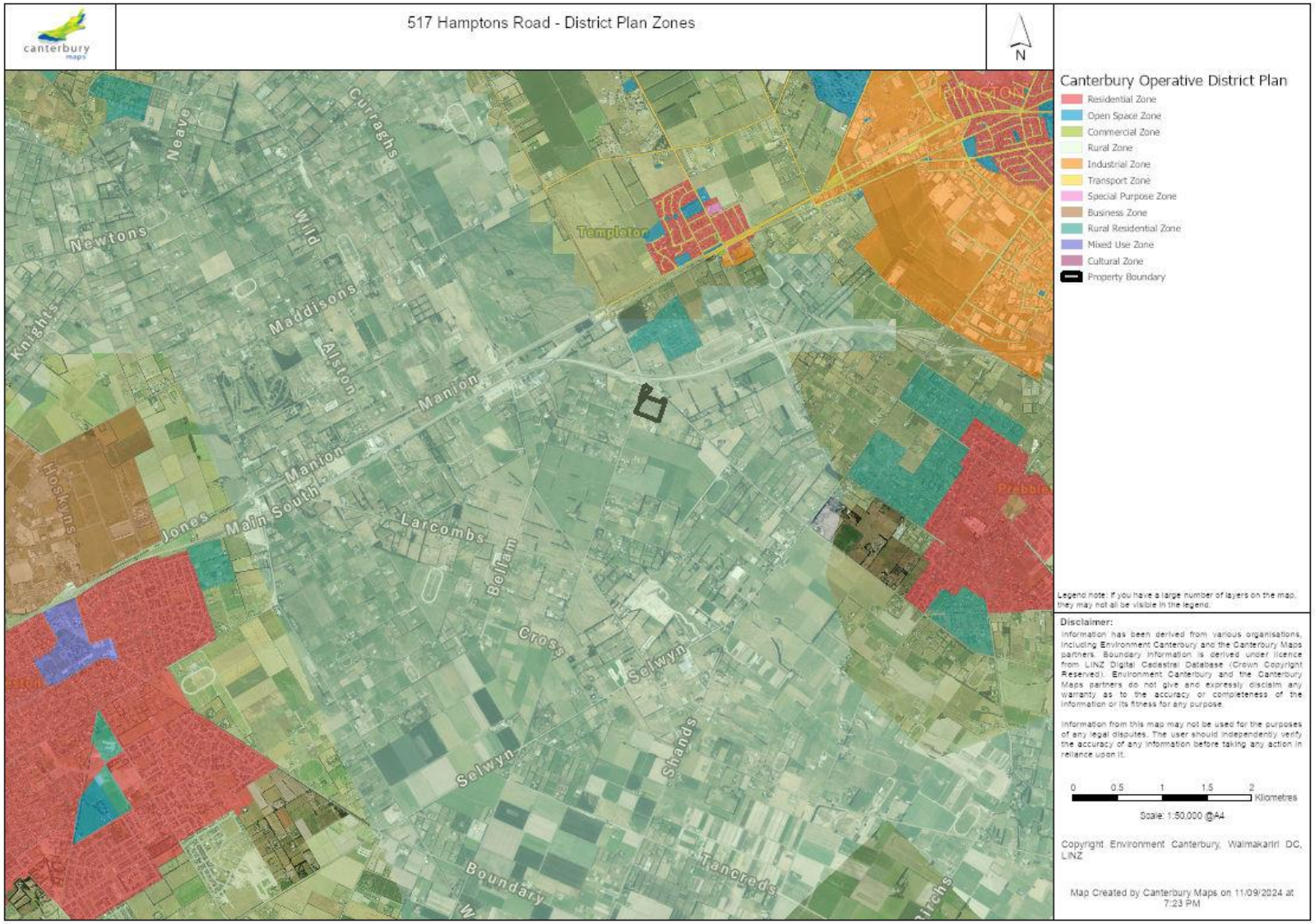
In my view, the combined net environmental, social, cultural, and economic effects of the proposal, both tangible and intangible, are positive and outweigh the costs associated with the loss of HPL. Alongside these factors, according to Victor Mthamo (in a statement of evidence on the Plan Change 79 hearing (in Para 12)), *the 'cost' of losing the HPL should be considered in the context of land remaining available for those activities within the district and region*. In particular, of all the "HPL" in those geographical areas, the site represents a reduction of only 0.0007% and 0.0001% respectively.

7. Appendices

Appendix 1: Property Rating Units



Appendix 2: Zoning Map. Black outline– property area. Source: Canterbury Maps



Appendix 3: Land Use Capability Map. Black outline – block. Source: Canterbury Maps. This shows the block is LUC 3

Appendix 4: Land Use Capability report. Source: Our Environment, Manaaki Whenua.

The soil is 3s 33 meaning the dominant limitation is the physical and chemical properties of the soil

Pin at -43.57089, 172.46380

Report prepared by Our Environment, 9:40:15 am 5/11/2023 Manaaki Whenua - Landcare Research

Pin at -43.57089, 172.46380

Latitude Longitude
43° 34′ 16″ S 172° 27′ 50″ E
NZTM Easting, Northing
1556702, 5175646
Elevation
37m

Land Capability

Land Use Capability

Dominant Land Use Capability Unit

nz3s-33
LUC codes have 3 parts: Class + Subclass + Unit e.g. 6e22. The Class (1-8) indicates general land use capability. Subclass identifies the dominant physical limitation or hazard ('e' is erodibility; 'w' is wetness; 's' is soil; 'c' is climate). Units group together areas where similar land inventories have been mapped, and which have similar agricultural suitability, or require similar land management. Where complex units occur (e.g., nz3s-34+nz6e-146) the dominant unit (i.e., nz3s-34) only will be shown.

Dominant LUC Class

3 - Land with moderate limitations for arable use, but suitable for cultivated crops, pasture or forestry

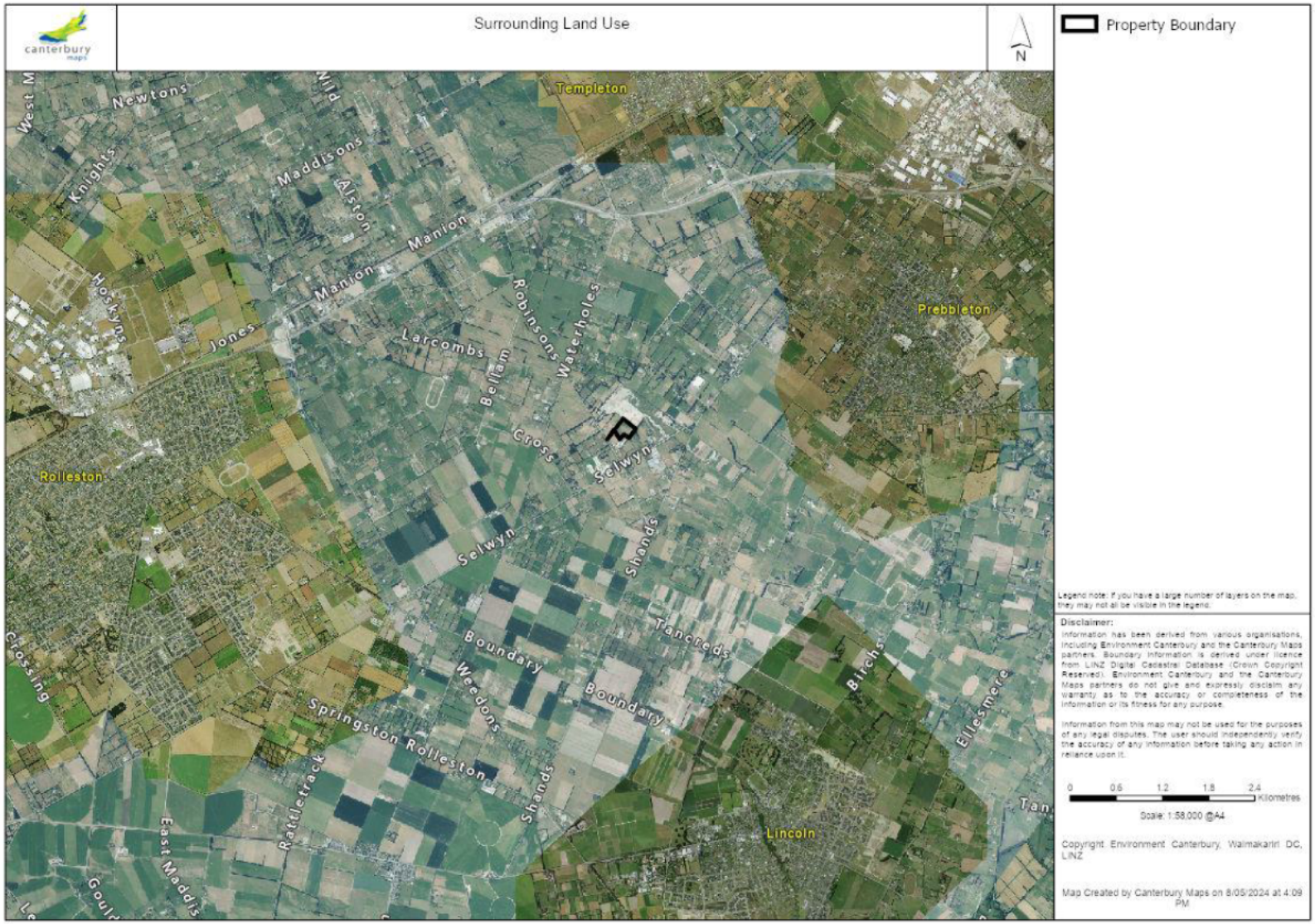
Dominant limitation to land use

s - Soil physical or chemical properties in the rooting zone such as shallowness, stoniness, low moisture holding capacity, low fertility (which is difficult to correct), salinity, or toxicity first limits production

Unit Description

Flat to undulating alluvial plains and terraces below 400 m asl with moderately shallow and/or stony Brown and Recent (yellow grey earth and recent) soils in low (<800 mm) rainfall areas with a marked summer moisture deficit.

Appendix 5: Surrounding Land Use. Source: Canterbury Maps



Appendix 6: Class 8 South Island Mixed Finishing Beef & Lamb NZ Economic Survey

Beef + Lamb New Zealand Economic Service							27-03-24	
Sheep and Beef Farm Survey - $ Per Hectare Analysis							Notes tab	
Class 8 S I Mixed Finishing - New Zealand								
						Provisional	Forecast	
	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	Average
Revenue Per Hectare								
Wool	$428	$19	$27	$18	$22	$27	$33	$82
Sheep	$203	$293	$376	$381	$556	$584	$529	$417
Cattle	$152	$190	$219	$125	$201	$243	$163	$185
Dairy Grazing	$194	$222	$249	$274	$249	$369	$367	$275
Deer + Velvet					$14	$18	$20	$17
Goat + Fibre								
Cash Crop	$2,089	$2,152	$2,391	$2,541	$2,260	$2,329	$2,306	$2,295
Other	$374	$258	$334	$364	$349	$239	$264	$312
Total Gross Revenue	**$3,033**	**$3,133**	**$3,596**	**$3,701**	**$3,651**	**$3,809**	**$3,682**	**$3,515**
Expenditure Per Hectare								
Wages	$172	$193	$187	$191	$184	$157	$157	$177
Animal Health	$21	$24	$24	$32	$40	$53	$59	$36
Weed & Pest Control	$326	$290	$336	$357	$415	$363	$380	$352
Shearing Expenses	$15	$18	$20	$28	$31	$31	$35	$25
Fertiliser	$307	$336	$403	$389	$467	$575	$499	$425
Lime	$13	$9	$23	$20	$11	$18	$19	$16
Seeds	$93	$90	$108	$124	$91	$100	$104	$101
Vehicle Expenses	$120	$135	$125	$130	$116	$127	$130	$126
Fuel	$97	$100	$96	$92	$129	$167	$177	$123
Electricity	$15	$12	$13	$13	$15	$12	$13	$13
Feed & Grazing	$77	$70	$81	$71	$68	$71	$78	$74
Irrigation Charges	$162	$144	$183	$193	$189	$190	$196	$180
Cultivation & Sowing	$50	$25	$39	$70	$64	$67	$71	$55
Cash Crop Expenses	$175	$215	$192	$199	$197	$167	$177	$189
Repairs & Maintenance	$142	$144	$159	$190	$172	$158	$150	$159
Cartage	$56	$52	$68	$69	$62	$68	$76	$64
Administration Expenses	$52	$52	$57	$67	$76	$65	$65	$62
Total Working Expenses	**$1,893**	**$1,911**	**$2,116**	**$2,240**	**$2,329**	**$2,390**	**$2,385**	**$2,181**
Insurance	$56	$59	$67	$79	$77	$77	$85	$71
ACC Levies	$7	$8	$7	$12	$9	$10	$10	$9
Rates	$46	$47	$51	$70	$55	$57	$60	$55
Managerial Salaries	$7	$11	$10	$15	$10			$11
Interest	$403	$322	$326	$302	$301	$376	$475	$358
Rent	$61	$68	$67	$58	$31	$32	$33	$50
Total Standing Charges	**$580**	**$515**	**$527**	**$536**	**$482**	**$553**	**$662**	$551
Total Cash Expenditure	**$2,472**	**$2,426**	**$2,643**	**$2,776**	**$2,812**	**$2,943**	**$3,047**	$2,731
Depreciation	$392	$360	$375	$370	$335	$330	$325	$355
Total Farm Expenditure	**$2,865**	**$2,786**	**$3,018**	**$3,147**	**$3,147**	**$3,273**	**$3,372**	**$3,087**
Farm Profit before Tax	**$169**	**$347**	**$578**	**$555**	**$504**	**$535**	**$311**	**$428**
For more information:	Notes tab		**© Beef + Lamb New Zealand Economic Service 2024**					

Appendix 7: Proposed Development Plans

KEY - PROPOSED

- Site boundary
- District plan boundary setbacks
- Existing building to be retained
- Existing planting
- Landscape area
- Hard surfacing

DISTRICT PLAN

Authority	Selwyn District Council
Zone	Inner Plains Zone

OPERATIVE DISTRICT PLAN BUILT FORM RULES

Structure coverage	5%
Maximum building height	8m
Road boundary setback	20m
Internal boundary setback	5m

OVERLAYS

Overlays Airport Noise	50dBA Contour

ROADING

Hamptons Road	Arterial
Waterholes Road	Arterial
NZTA-4	Motorway

EARTHWORKS

Maximim	50,000m3

PROPOSED STRUCTURE COVERAGE

Site area	61,457m²
Existing structures	Approx 124 + 343 = 467m²
Proposed hall	489m²
Total coverage	956m²
Structure coverage	<1%

CARPARKING

No minimum car-parking spaces required by district plan. Main & accessible car-parking to be provided as required by the community & in accordance with Novo Group Integrated Traffic Assessment dated 29 July 2024. Spaces given as indication only. All accessible parking to be on hard surfacing, all main parking to be on shingle surfacing

Main spaces	2.5 x 5.0m
Accesible spaces	3.6 x 5.0m
Aisle width	7.0m (min 6.6m)

SITE SERVICES

Wastewater, stormwater and water supply to be determined. Specialist advise & engineering design will be required

FLOOD MANAGEMENT

Refer to eCAN Floor Hazard Assessment dated 20 February 2024
- No high hazard areas on property
- New building is a permitted activity where the FFL is at least 300mm above the 200 year ARI floor level
- LIDAR data in proposed location - Existing GL between +38.5 to +39.3m
- Selwyn District 200 year ARI map for water depth above GL - No water depth identified in proposed building location
- Proposed FFL +39.5m (250mm above EGL)

2316 517 HAMPTONS ROAD DEG TEGH FATEH SIKH SOCIETY		1:1500 @ A3 19/08/24	PROPOSED MASTERPLAN A1-004

BASELINEGROUP

Appendix 6: Updated Building Plans

517 HAMPTONS ROAD

PROPOSAL	
Community hall for 280 pax, ancillary rooms and associated infrastructure	
SITE INFORMATION	
Site Address	517 Hamptons Road & 860 Waterholes Road Rolleston, 7276
Legal Description	LOT 2 DP 580320 Section 1 Survey Office Plan 559834 SO
Easements	Refer to title for various easements Proposed building area unaffected
Area	61,457m^2
DISTRICT PLAN	
Authority	Selwyn District Council
Zones	Inner Plains Zone
Proposed building is a non-residential, non-rural activity in excess of 100m2	
NZ BUILDING CODE	
Climate Zone	5
Earthquake Zone	2
Exposure Zone	B
Lee Zone	No
Rainfall Zone	40-50mm/hr (BRANZ)
Wind Region	A
Wind Zone	High
Building Importance Level	2
CONSULTANTS	
Survey	-
Geotechnical Engineering	-
Town Planning	Baseline Group

1 URBAN CONTEXT

2 LOCATION PLAN 1:5000

2316

517 HAMPTONS ROAD
DEG TEGH FATEH SIKH SOCIETY

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NORTH

PROJECT DETAILS
SITE 517 HAMPTONS ROAD, ROLLESTON 7676
CLIENT DEG TEGH FATEH SIKH SOCIETY

DATE	DESCRIPTION
MAY 2024	RESOURCE CONSENT
MAY 2024	PRELIMINARY DESIGN
AUG 2024	RESOURCE CONSENT

SCALE 1:5000 @ A3
DATE 19/08/24

LOCATION PLAN
A1-001

KEY - EXISTING & DEMOLITION

- Subject site boundary
- Adjacent site boundary in same ownership
- Existing building to be demolished
- Existing building to be retained
- Existing planting
- Existing vehicle access

DISTRICT PLAN

Authority	Selwyn District Council
Zone	Inner Plains Zone

OPERATIVE DISTRICT PLAN BUILT FORM RULES

Structure coverage	5%
Maximum building height	8m
Road boundary setback	20m
Internal boundary setback	5m

OVERLAYS

Overlays Airport Noise	50dBA Contour

ROADING

Hamptons Road	Arterial
Waterholes Road	Arterial
NZTA-4	Motorway

EARTHWORKS

Maximim	50,000m3

EXISTING STRUCTURE COVERAGE

Site area	61,457m^2
Existing structures	House, farm buildings
Structure coverage	Approx 124 + 343 = 467m^2 <1%

2316

517 HAMPTONS ROAD
DEG TEGH FATEH SIKH SOCIETY

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NORTH

PROJECT DETAILS
SITE 517 HAMPTONS ROAD, ROLLESTON 7676
CLIENT DEG TEGH FATEH SIKH SOCIETY

DATE	DESCRIPTION
MAY 2024	RESOURCE CONSENT
MAY 2024	PRELIMINARY DESIGN
AUG 2024	RESOURCE CONSENT

SCALE 1:1500 @ A3
DATE 19/08/24

EXISTING SITE PLAN
A1-002

KEY - PROPOSED

- Site boundary
- District plan boundary setbacks
- Existing building to be retained
- Existing planting
- Landscape area
- Hard surfacing

DISTRICT PLAN

Authority	Selwyn District Council
Zone	Inner Plains Zone

OPERATIVE DISTRICT PLAN BUILT FORM RULES

Structure coverage	5%
Maximum building height	8m
Road boundary setback	20m
Internal boundary setback	5m

OVERLAYS

Overlays Airport Noise	50dBA Contour

ROADING

Hamptons Road	Arterial
Waterholes Road	Arterial
NZTA-4	Motorway

EARTHWORKS

Maximim	50,000m3

PROPOSED STRUCTURE COVERAGE

Site area	61,457m^2
Existing structures	Approx 124 + 343 = 467m^2
Proposed hall	489m^2
Total coverage	956m^2
Structure coverage	<1%

CARPARKING

No minimum car-parking spaces required by district plan Main & accessible car-parking to be provided as required by the community & in accordance with Novo Group Integrated Traffic Assessment dated 29 July 2024 Spaces given as indication only. All accessible parking to be on hard surfacing, all main parking to be on shingle surfacing

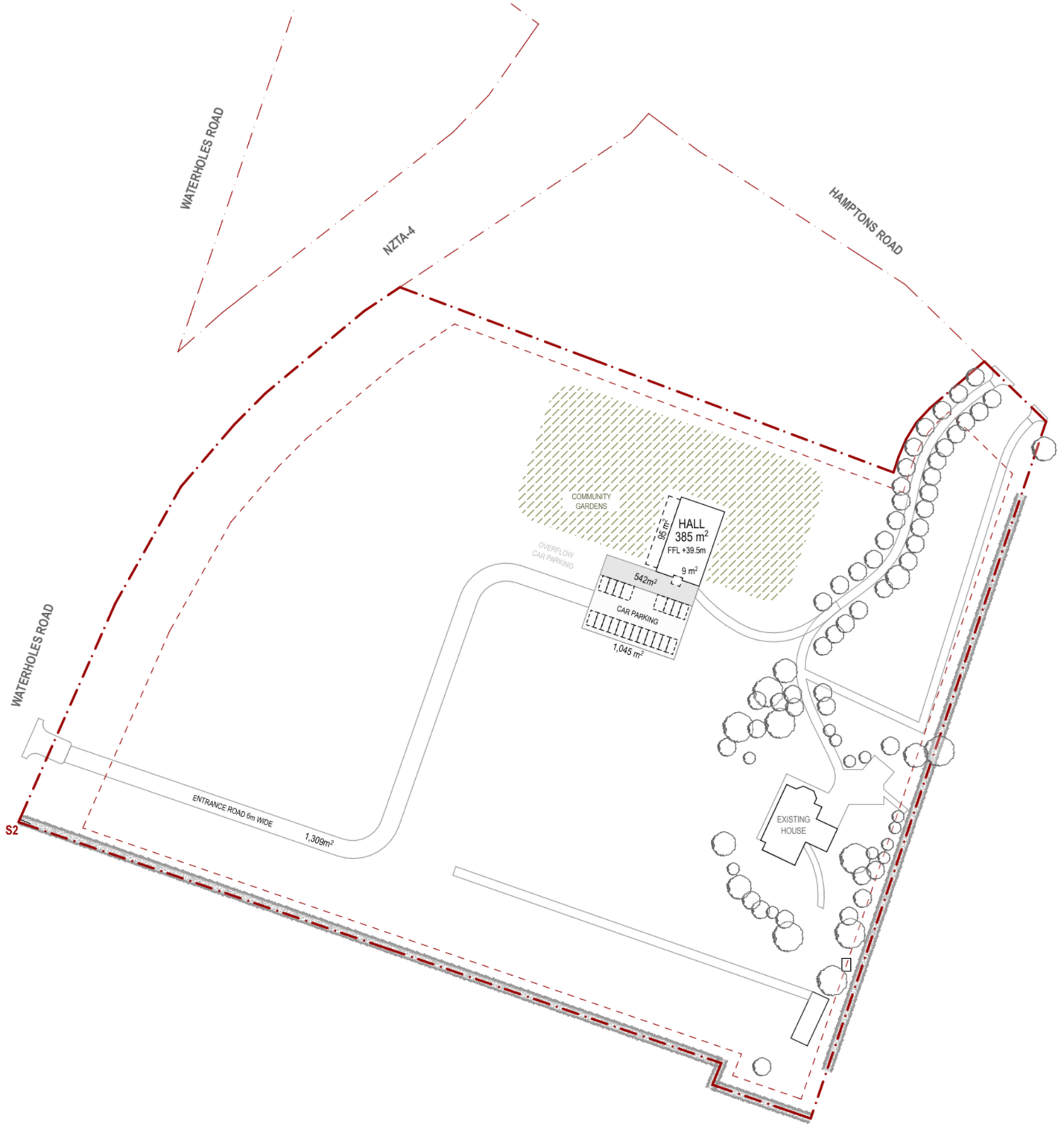
Main spaces	2.5 x 5.0m
Accesible spaces	3.6 x 5.0m
Aisle width	7.0m (min 6.6m)

SITE SERVICES

Wastewater, stormwater and water supply to be determined. Specialist advise & engineering design will be required

FLOOD MANAGEMENT

Refer to eCAN Floor Hazard Assessment dated 20 February 2024
- No high hazard areas on property
- New building is a permitted activity where the FFL is at least 300mm above the 200 year ARI floor level
- LIDAR data in proposed location - Existing GL between +38.5 to +39.3m Selwyn District 200 year ARI map for water depth above GL No water depth identified in proposed building location
- Proposed FFL +39 5m (250mm above EGL)



2316 **517 HAMPTONS ROAD** DEG TEGH FATEH SIKH SOCIETY	**META ARCHITECTS LTD** CHRISTCHURCH NEW ZEALAND T | 022 044 2176 E | studio@metaarchitects.co.nz **DO NOT SCALE DRAWING DRAWINGS TO BE PRINTED IN COLOUR. CONTRACTOR TO VERIFY ALL DIMENSIONS PRIOR TO COMMENCING WORK**	NORTH	**PROJECT DETAILS** SITE 517 HAMPTONS ROAD, ROLLESTON 7676 CLIENT DEG TEGH FATEH SIKH SOCIETY	**DATE** / **DESCRIPTION** MAY 2024 RESOURCE CONSENT MAY 2024 PRELIMINARY DESIGN AUG 2024 RESOURCE CONSENT	SCALE 1:1500 @ A3 DATE 19/08/24	**PROPOSED MASTERPLAN** **A1-004**

PROPOSAL
Community hall for 280 pax, ancillary rooms and associated infrastructure

AREA SCHEDULE

INTERNAL AREAS

Main hall	214m2
Multipurpose & laundry	45m2
Kitchen & WCs	79m2

GROSS FLOOR AREA

Building	357m2
Covered areas	129m2
Total coverage	489m2

NZ BUILDING CODE
Key elements at concept design stage. Further design to be completed at building consent stage

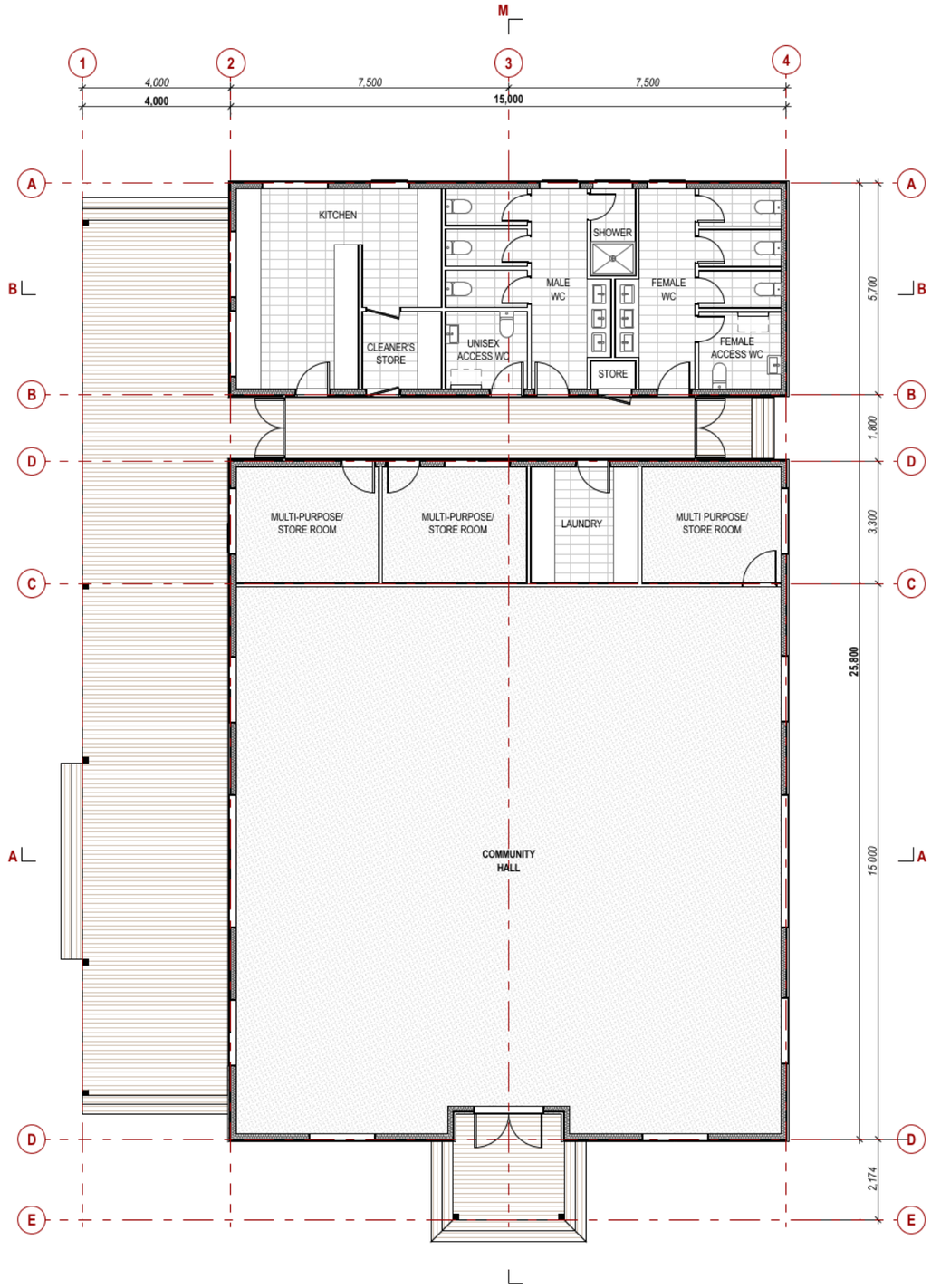
B STABILITY
IMPORTANCE LEVEL 2
IL-2 applies to all buildings & facilities expect those listed in IL 1, 3, 4 & 5
IL-3 does not applies, as the proposal is not;
- Building where more than 300 people congregate in 1 area
- Building with educational facility with a capacity more than 250 people

C FIRE

Risk Group	CA (Congregate, group activities)
Importance level	IL2
Occupant density (Table 1 2)	
Space with loose seating	0 8 x 232m2 = 290 persons
Multipurpose/store	Intermittent use
Total	290 persons
Sprinklers	Not required (<5,000 persons)
Escape routes from firecell	2
Escape route width (all)	7mm/person, min 1,000mm
Door width (all)	7mm/person, min 875mm
Total door width required	2,030mm
Per door	1,015mm
Provided	2x approx 1,800mm

E MOISTURE
E1 surface drainage - On site management required

G SERVICE & FACILITIES
G1 Personal hygiene - Accessible WC design to G1/AS1 Figures 6 & 7, minimum size 1,600 x 1,900mm
G12 Water supplies - On site management required
G13 Drainage - On site management required



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PROJECT DETAILS
SITE 517 HAMPTONS ROAD, ROLLESTON 7676
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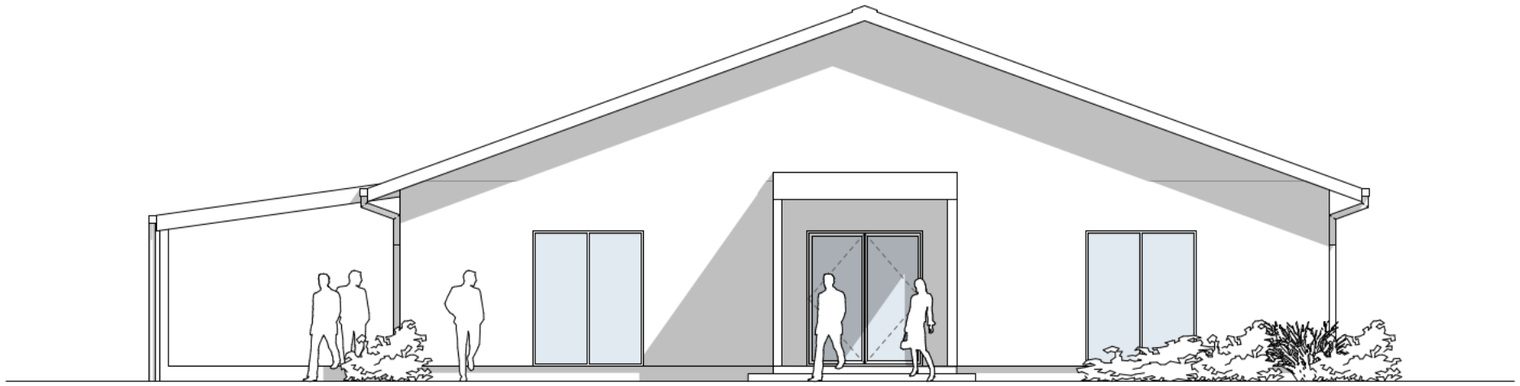
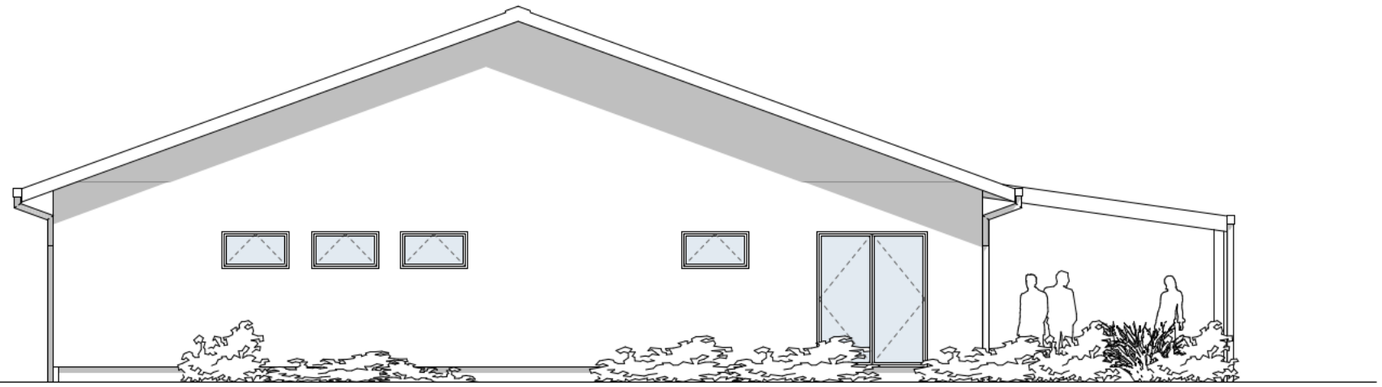
GROUND FLOOR PLAN 1:150
A1-100



1 SOUTH (FRONT) ELEVATION 1:100



2 NORTH (REAR) ELEVATION 1:100

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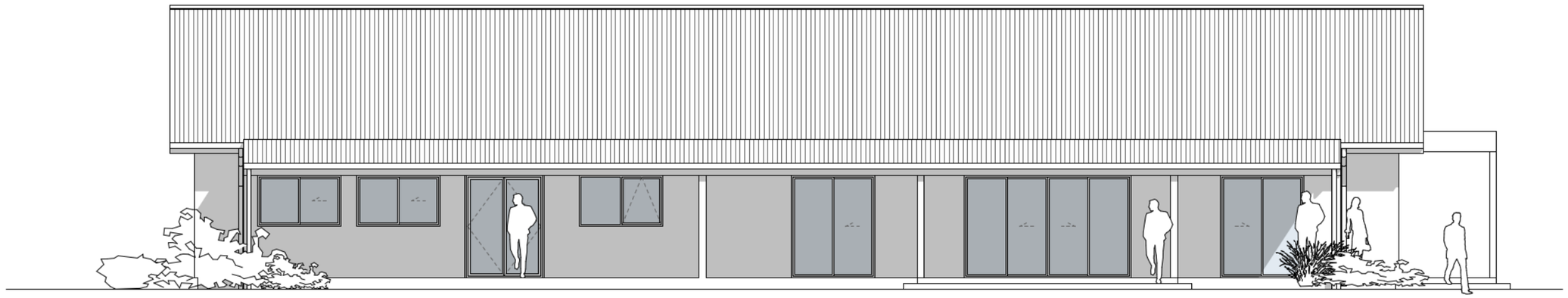
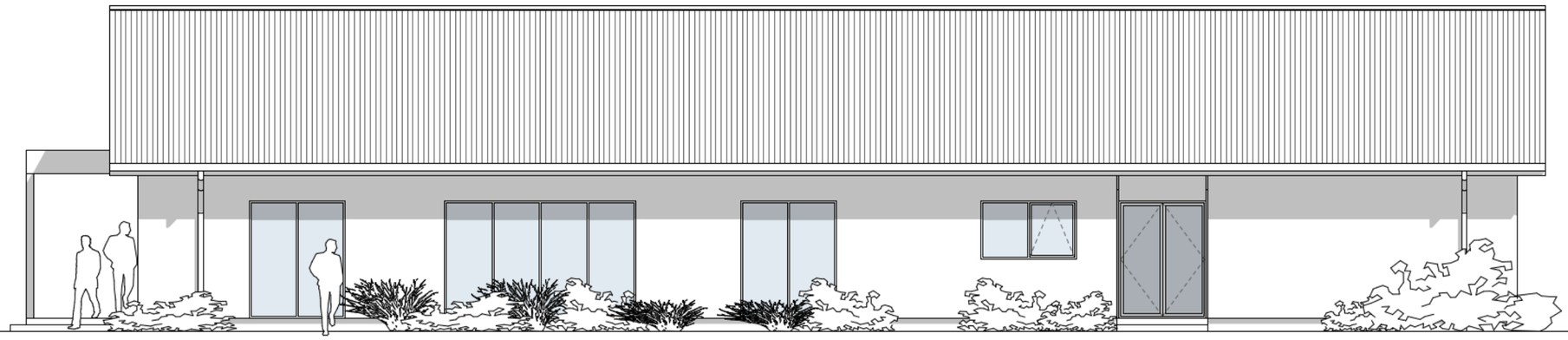
BUILDING ELEVATIONS - NORTH & SOUTH
A1-200



1 WEST ELEVATION 1:100



2 EAST ELEVATION 1:100

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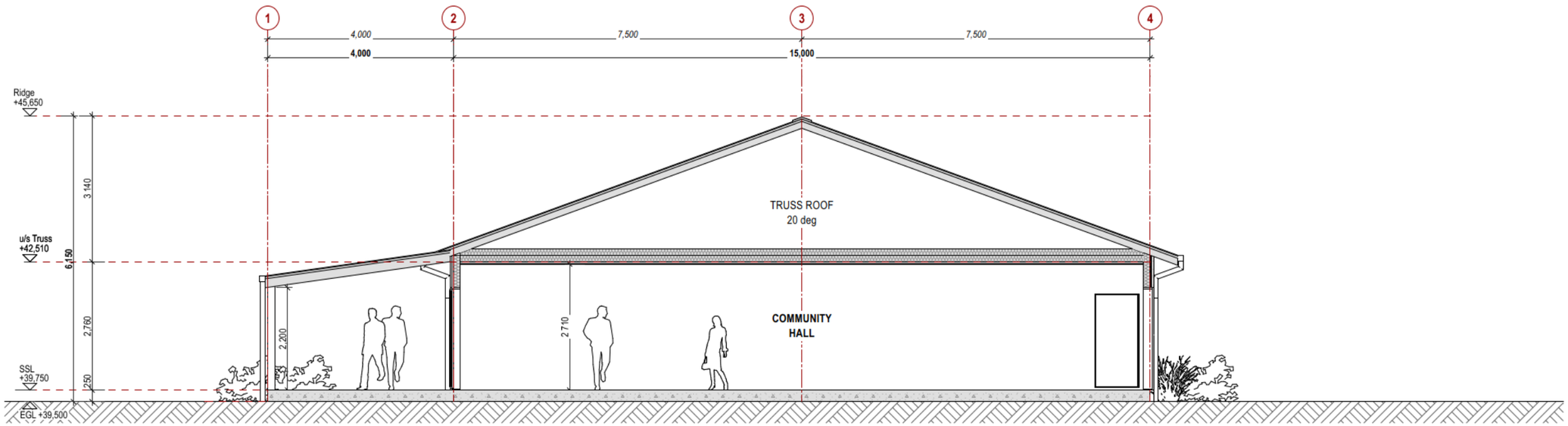
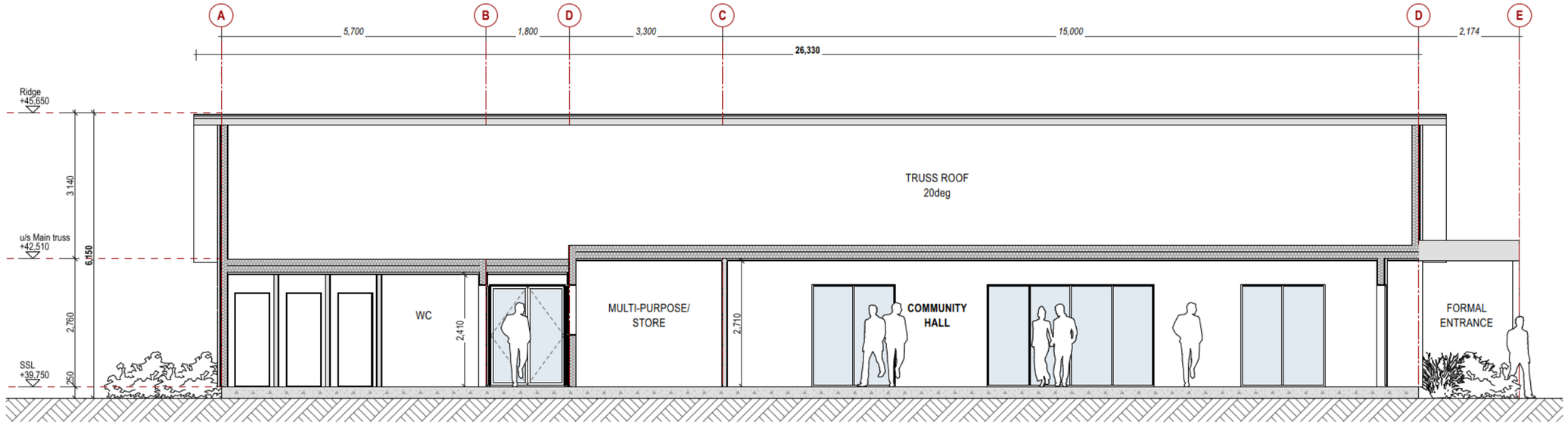
BUILDING ELEVATIONS - EAST & WEST
A1-201



1 Section A 1:100



2 Section M 1:100

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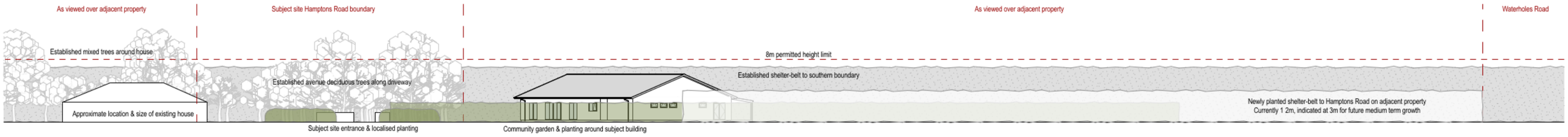
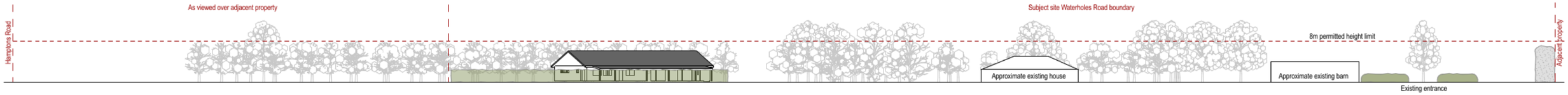
BUILDING SECTIONS
A1-202



1 STREET SCENE ALONG HAMPTONS ROAD 1:500



2 STREET SCENE ALONG WATERHOLES ROAD 1:750

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SCALE 1:500, 1:750 @ A3
DATE 19/08/24

STREET ELEVATIONS
A1-203