Sections 95, 95A-E, 104, 104B, 106, 106A, 108, 108AA, 220

Resource Management Act 1991

Decision and Planning Report

Planning Report pursuant to section 42A of the Resource Management Act 1991 recommending whether or not an application for resource consent should be:

- Publicly notified, limited notified or non-notified
- Granted or declined, and, if granted, the conditions of consent

Decision pursuant to section 113 of the Resource Management Act 1991

APPLICATION NUMBERS	RC255382, RC255383
APPLICANT	Darfield Estates Limited Partnership
BRIEF DESCRIPTION OF THE APPLICATION	This is a joint application for subdivision and land use consent. The following consents are sought: • RC 255382 to undertake a staged subdivision to create 101 residential allotments, within the Plains Flood Management Overlay. • RC255383 to undertake earthworks related to RC255382 and to create non-compliant new land transport corridors, to establish intersections within the minimum distances between intersections and to form vehicle crossings on an arterial road.
ADDRESS	Telegraph / Greendale Road, Darfield
LEGAL DESCRIPTION	Lot 1 DP 616063 (Lot 1 being a subdivision of RS 25013, RS28136, Pt RS 25014, Pt RS 22945, Pt RS 25012 and Lot 1 DP 1001)
TITLE REFERENCE	1232529
AREA	39.3574 hectares
ZONING / OVERLAYS	**Operative Selwyn District Plan (2016), Township Volume** Living 1 and Living X Deferred Zone **Partially Operative Selwyn District Plan (Appeals Version)** General Residential Zone Development Area: DEV-DA4 Plains Flood Management Overlay Liquefaction Damage Unlikely Overlay
OVERALL ACTIVITY STATUS	Discretionary

The Application

1. This application was formally received by the Selwyn District Council on 20 May 2025. Further information was received on 24 July 2025, 28 August 2025, 16 September 2025, 22 September 2025, 14 October 2025, 31 October 2025, 6 November 2025 and 13 November 2025, and this information now forms part of the application.

2. The application proposes to undertake a staged subdivision to create 101 residential lots (ranging between 500m^2 and 844m^2, 1 lot for a potential Early Childhood Education Centre (2700m^2), 1 balance lot (30.0719ha) and roads. This application only covers the subdivision and land use aspects of Stages 2 A - 2C of the overall proposed residential development. Subsequent stages are outside the scope of this application.

3. A land use consent is sought to undertake earthworks related to the proposed subdivision, to create non-compliant new land transport corridors, to establish intersections within the minimum distances between intersections and to form vehicle crossings on an arterial road. The Early Childhood Education Centre does not form part of the land use sought by this proposal and will be subject to a separate resource consent application process.

4. **Figure 1** shows Stages 2A, 2B, 2C and balance Lot 1000 as proposed for this subdivision. The subdivision plan was amended on 20 November 2025 to remove the temporary turning area 'G' as it is redundant with vehicle either being able to turn within the part intersection or within area 'F'.

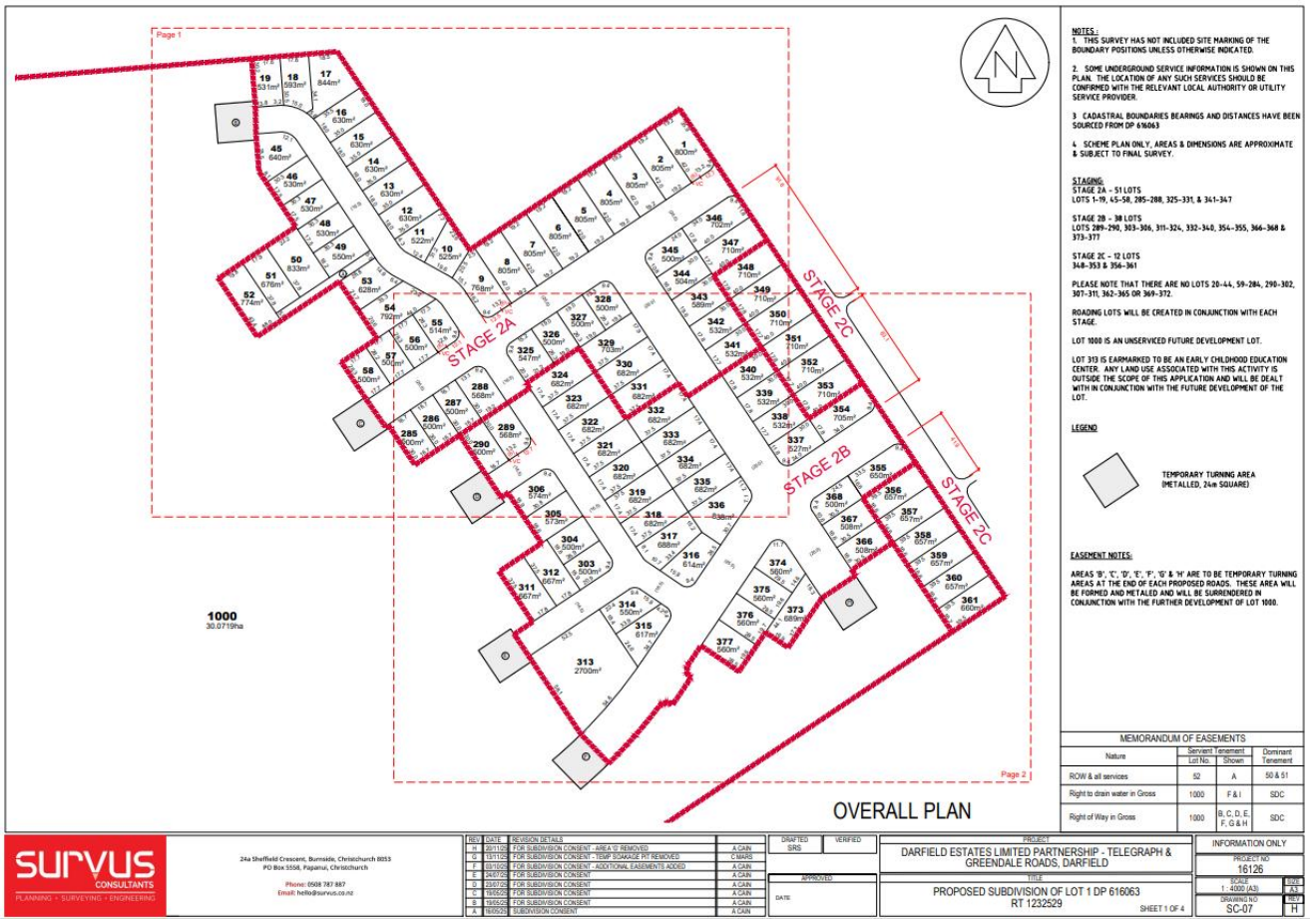


Figure 1: Subdivision plan - Rev H (Source: Response on draft conditions – 20/11/2025)

5. **Figure 2** illustrates the overall proposed development.

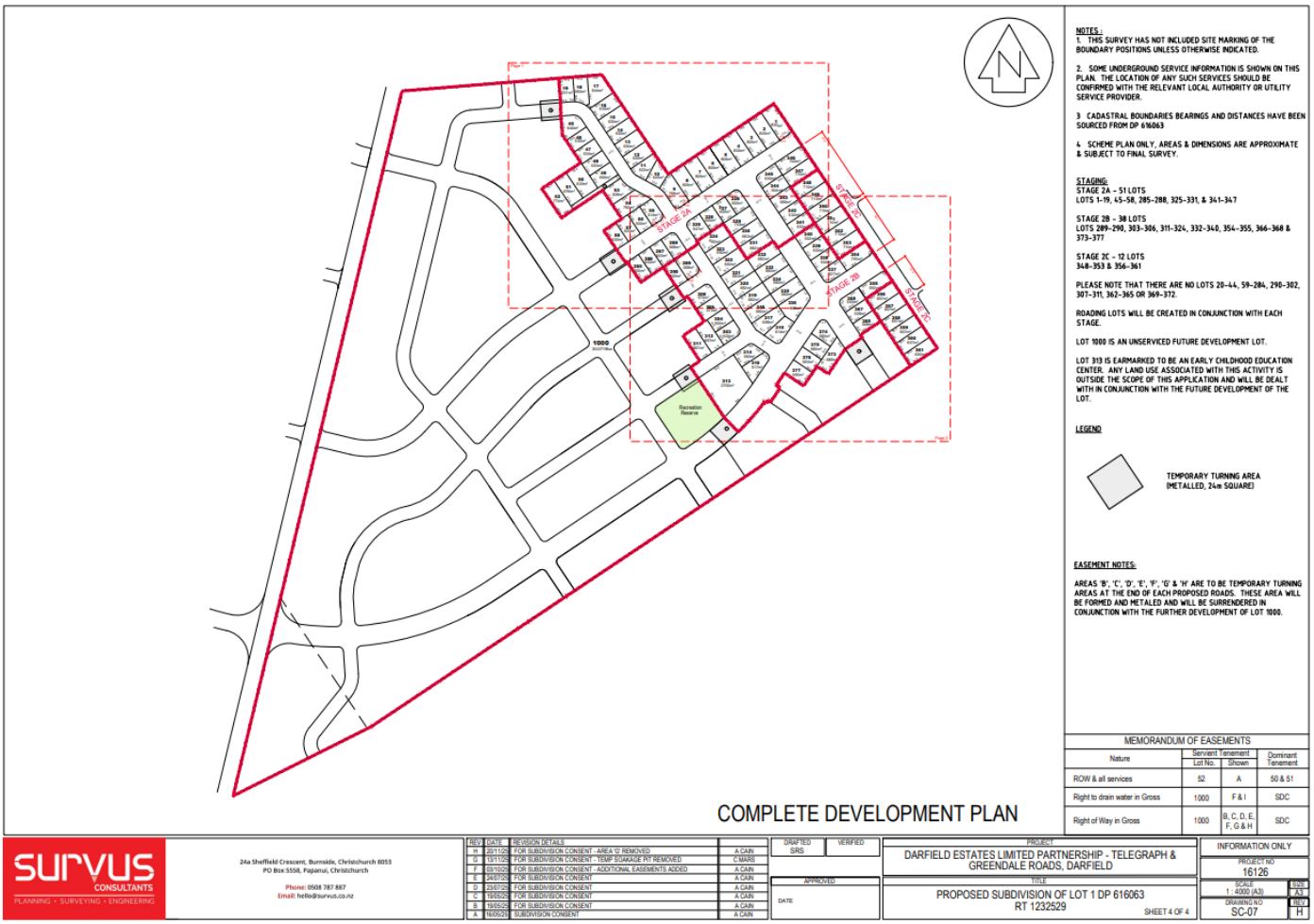


Figure 2: Complete Development Plan - Rev H (Source: Response on draft conditions - 20/11/2025)

6. The main aspects of the activity are as follows:

a. This proposal is for three stages of an overall proposed residential development, and these three stages will create 101 residential lots, 1 lot for a potential Early Childhood Education Centre and an un-serviced balance lot. No reserves lots will be created as part of this subdivision.

b. The proposal includes Stages 2A, 2B and 2C and the residential lots will range from 500m^2 to 844m^2.

c. Stage 2B will include an allotment of 2700m^2 for a potential Early Childhood Education Centre.

d. The proposal will achieve the required minimum average net site area of 650m^2 within Stages 2A, 2B and 2C.

e. The subdivision plan shows the staging as follows:

- Stage 2A - 51 residential lots - Lots 1-19, 45-58, 285-288, 325-331 and 341-347 and road
- Stage 2B - 38 residential lots and 1 potential Early Childhood Education Centre lot - Lots 289-290, 303-306, 311-324, 332-340, 354-355, 366-368 and 373-377 and road.
- Stage 2C - 12 residential lots - Lots 348-353 and 356-362

f. Lot 1000 will be an un-serviced future development lot. This balance land will be developed at a later date.

g. Earthworks will be undertaken as part of this subdivision for Stages 2A, 2B and 2C and site earthworks will be restricted to the formation of carriageways, the installation of services, cut and fill earthworks (to ensure that the lots are above the 200-year ARI flood depth), site contouring and to provide an even development platform.

h. Two access points to Telegraph Road are proposed. An updated roading network design has been provided on 6 November 2025 and the proposal makes provision for linages to future development stages and the roading types will comprise the following:

- 25m wide roads (Roads 4,6,7, 8 and 11)
- 20m wide roads (Roads 1 and 3)
- 16,50m wide road (Roads 2, 5, 9 and 10)
- Updated Telegraph Road design
- Temporary metalled turning bays (for rubbish trucks) with a 12m radius.

The updated roading network plan, Revision C is included as **Figure 3** below:



Figure 3: Proposed roading network, Revision C (Source: RFI response – 6/11/2025)

i. Lots 347-353 and 356 – 361 have frontage to Telegraph Road only and will have no option other than to form vehicle crossings from Telegraph Road (an arterial road)[1].

j. Stages 2A - 2C of the proposed development will be serviced by a gravity sewer network with two discharge points to the existing DN300 main within Telegraph Road (via future roads).

[1] *To address concerns raised by Mr Carr, who reviewed the ITA on behalf of SDC and Ms Pullar's, Consultant Development engineer on behalf of SDC has considered it appropriate to include the residential lots (Lots 347-353 and 356 – 361) that will only have access to an arterial road, in the land use consent application to ensure that these lots are not created as land locked sites.*

k. The original stormwater design has been amended on 31 October 2025, with the removal of the central swales and the design has reverted to a standard chamber discharging to a low-profile kerb and channel, sumps, and soakage pits (located under the berm).

l. Onsite soakage pits will be sized for the 10% AEP and the road soakage pits will be designed for the 1% AEP plus additional runoff from the lots beyond the 10% AEP.

m. The potable water supply network will be designed in accordance with SDC ECoP Section 7 (Water Supply) and SNZ PAS 4509:2008 (New Zealand Fire Service Fire Fighting Water Supplies Code of Practice).

7. The subdivision and land use aspects have been bundled in one application and will be processed as such, given that there is an overlap between the two such that consideration of one may affect the outcome of the other and it would not be appropriate to separate them. This enables an integrated and holistic assessment of the proposal as a whole.

Background

8. The proposal referred to the application site as Part RS 25014 and a portion of Lot 9 DP 1001 and these portions are held in Records of title CB20F/178 and CB36D/338. A recent subdivision consent, RC255135 was granted on 7 April 2025 and s 224 certification was issued on 12 May 2025. The application site now has a legal description of Lot 1 DP 616063, as in **Figure 4**. At the time of writing the report, a record of title for this lot has not been issued.

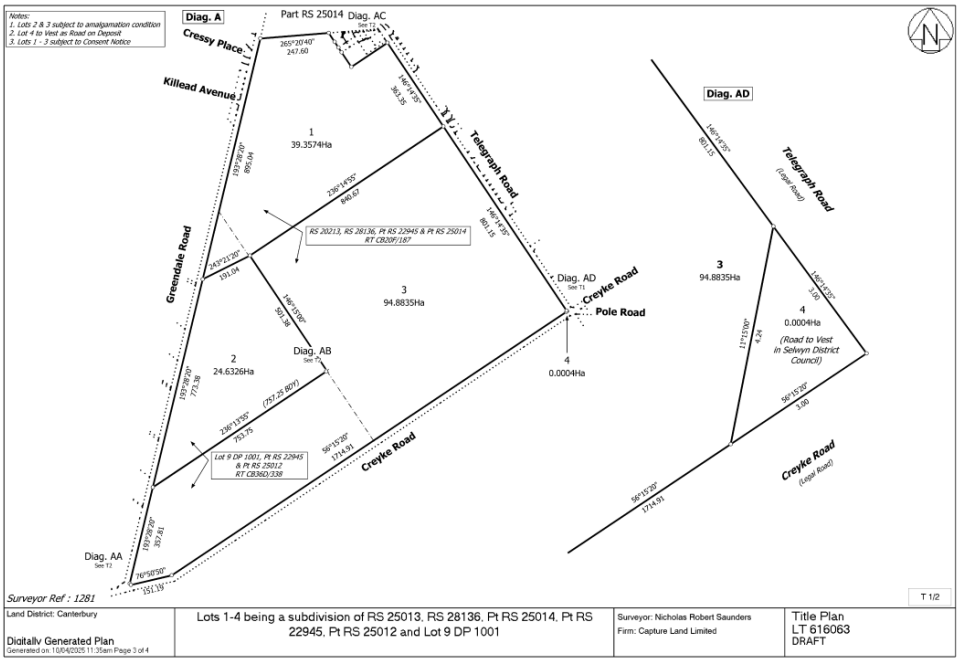


Figure 4: LT 616063 (S224 certification - 12 May 2025)

9. Lot 1 DP 616063 will be subject to a consent notice once the record of title is issued. This consent notice will state that this is an un-serviced development lot. No services (power, phone, water or sewer have been provided to this lot. Connections to the relevant services will be required at the time future development occurs. No contributions (water, sewer, roading and reserves) have been paid, and no credits are available.

The Existing Environment

10. The legal description of the application site is Lot 1 DP 61063, and it forms part of a large vacant area, referred to as Gilanders Block, between Telegraph and Greendale Roads, Darfield. The application site covers an area of 39.357 hectares.

11. Telegraph Road is an arterial road and the reduction in speed from the 60km/h zone to the 50km/h zone is on the north-eastern corner of the application site.

12. The site is generally flat with a sloping topography towards the south-east. The Infrastructure Design Report, prepared by Survus Consultants stated that the northernmost boundary elevation is on average 197m RL and the southern boundary elevation is approximately 191-192 m RL (NZVD 2016).

13. The application site is located south-west of Darfield between Creyke, Greendale and Telegraph Roads and shares its northern boundary with land developed for residential purposes and the Roman Catholic Church's property. The residential sites are screened off from the application site by a mature hedge.

14. On the opposite side of Telegraph Road are established and newer residential townships, including Stanwood Grove, Pemberton Drive, Hidden Acres, Old Field Estates, Darfield Estates and Torlesse Estates.

15. A residential township, Cressy Oaks is developed on the opposite side of Greendale Road and an application to created 452 residential lots on the land south of Cressy Oaks has recently been lodged with Council.

16. I visited the site on 2 July 2025 and the photo in **Figure 5** shows the view of the site from Telegraph Road towards the north-west.



Figure 5: Application site as viewed from Telegraph Road to the north-west (Source: Site visit)

17. The site is currently free of any buildings and has been used for farming/pasture purposes with plantings around and within the site that serve as windbreaks. Power lines and poles are established along the Telegraph Road frontage of the application site.

18. Access to the site is currently via farm gates, but there are no formal vehicle crossings, that provide access to the site.

Activity Status

Partially Operative Selwyn District Plan (Appeals Version) ("the Partially Operative Plan")

19. The application site, Lot 1 DP 616063 is zoned General Residential Zone. The site is also subject to the Plains Flood Management and Liquefaction Damage Unlikely Overlays and is within Development Area: DEV-DA4.

20. The Council released the Appeals Version of the Partially Operative Plan on 27 November 2023. Many provisions are beyond challenge and are operative/treated as operative (pursuant to cl 103 of Schedule 1 and s 86F of the Act). Those subject to appeal continue to have legal effect pursuant to s 86B.

Subdivision

21. The proposed type of subdivision does not meet the following rules:

Operative/treated as operative:

RULE	TOPIC	NON-COMPLIANCE	STATUS
SUB-R1.1	Subdivision in Residential Areas - General Residential Zone	Subdivision is in the General Residential Zone has an activity status of restricted discretionary where the activity complies with the listed rule requirements: This proposal complies with: SUB-REQ1 Site Area SUB-REQ2 Building Square SUB-REQ3 Outline Development Plan SUB-REQ4 Road Frontage Width SUB-REQ7 Walkable Blocks SUB-REQ8 Corner Splays SUB-REQ9 Water SUB-REQ10 Wastewater Disposal The following rule requirement is not applicable to the proposal: SUB-REQ13 Conditions Precedent The proposal does not comply with: SUB-R6 Access – The proposed Lots 347-353 and 356-361 will have access to Telegraph Road, which is listed as an arterial road in APP2.	Restricted Discretionary (SUB-R1.1) When compliance with any rule requirement is not achieved: Refer to SUB – Rule Requirements
SUB-REQ6.6	Access	Every site created, including any balance site, is required to have legal access to a road that is not an Arterial Road listed in APP2 – Roading Hierarchy where the posted speed limit is 60km/hr or greater. Proposed Lots 347-353 and 356- 361 will have access to Telegraph Road, which is listed as an arterial road and has a speed limit of 60km/hour.	Restricted Discretionary (SUB-REQ6.7)
SUB-13.1	Subdivision to Create Access, Reserve or Infrastructure Sites in All Zones	Subdivision to create any site to be used solely to provide legal access (including roads) is a controlled activity, where other than any site listed in any of R13.1., R13.2. or R13.3., there are no more sites after the subdivision than existed before the subdivision. The proposal complies with SUB-REQ6.1 Access as the proposed road lots will have access to a road, and that access is not obtained by crossing a railway line. SUB-REQ13 Condition Precedent is not applicable to this application.	Controlled (SUB-13.1)

SUB-R17.4	Subdivision and Natural Hazards	Subdivision within the Plains Flood Management Overlay has a restricted discretionary activity status where every site is created outside a high hazard area. No high hazard areas have been identified in the Natural Hazard Assessment Report, prepared by Kirk Roberts Consulting and dated 24 April 2025.	Restricted Discretionary (SUB-R17.4)

22. The site is located within the Plains Flood Management Overlay. A flood assessment certificate has not been provided as part of this application. Council's standard process is to impose a consent condition to require for the consent holder to obtain a global Flood Assessment Certificate for the subdivision prior to the issue of a s224(c) completion certificate.

23. Therefore, the subdivision proposal is a **restricted discretionary** activity under the Partially Operative Plan.

Land use

24. The proposed land use activity does not meet the following rules:

Operative/treated as operative:

RULE	TOPIC	NON-COMPLIANCE	STATUS
EW-R5A.1	Earthworks for subdivision	Earthworks directly associated with the development of land for subdivision is a permitted activity where the maximum area of land subject to the works is 1000m^2 and the activity complies with the following rule requirements: EW-REQ2 Maximum Slope Gradient EW-REQ3.2 Excavation and Filling EW-REQ3.6 Excavation and Filling - N/A EW-REQ5 Bunding - N/A NH-REQ4 Earthworks and Natural Hazards The maximum area of land that would be subject to earthworks will exceed 1000m^2. The proposal complies with the following rule requirements: EW-REQ2 Maximum Slope Gradient EW-REQ3.2 Excavation and Filling NH-REQ4 Earthworks and Natural Hazards	Restricted Discretionary (EW-5A.2)
TRAN-R2.1/TRAN-REQ18.1	Land Transport Corridor Creation Standard	All land transport corridors shall comply with the legal widths listed in TRAN-TABLE7 - Road Formation Standards, unless provided for in TRAN-REQ18.3 or TRAN-REQ18.5. The maximum legal width for a local road in GRZ must between 13 and 20m, with a carriageway width between 7.5m (minimum) and 8m (maximum), a minimum of 2 traffic lanes, a minimum of 1 parking lane and pedestrian provisions on one side. Roads 4,6,7,8 & 11 will have a minimum legal width of 25m with non-complying carriageway widths. No parking lane is proposed for Roads 4 and 8.	Discretionary (TRAN-REQ18.2)

		Roads 1 and 3 will have a legal width of 20m with a carriageway with of 11m, with no parking lane proposed for Road 3. Roads 2,5,9 and 10 will have a legal width of 16.5m, with a carriageway width of 8m, with no parking lane proposed. The maximum legal width for an arterial road in a RESZ must between 20m and 25m, with a carriageway width between 13m (minimum) and 14m (maximum), a minimum of 2 traffic lanes, a minimum of 2 parking lanes, specific provision for cycles and pedestrian provisions on both sides. The existing berm within the Telegraph Road is approximately 7 m wide, plus there is a 1 m wide cycle lane. The proposed shared footpath, berm, services strip and kerb are 4.95 m; therefore, will widen the road by 3.05 m. Aerial images suggest the Telegraph Road carriageway is 6.5 m wide. It would now be 9.5 m wide, and each carriageway would be approx. 4.75 m wide.	
TRAN-R2.1/TRAN-REQ20	Intersection Spacing (All Zones)	The spacing between road intersections complies with the separation distances listed in TRAN-TABLE8 - Minimum Distances Between Intersections. The new roads are proposed on a site subject to DEV-DA4 and the future speed limit of Telegraph Road (Arterial Road) will be 50km/h. TRAN-REQ20.3 requires that where new roads are proposed on a site subject to any ODP the intersection spacing is designed for the proposed (future) speed limit within the ODP area and on immediately adjoining roads. Although the intersection spacing between proposed Road 1 and Road 6 will comply with TRAN-TABLE8, the spacing distance between these intersections and the intersections approved for the subdivision, RC205356 on the opposite side of Telegraph Road will be less than 123m.	Restricted Discretionary (TRAN-REQ20.3)
TRAN-R4.5/TRAN-REQ2.1	Vehicle Crossing Access Restrictions	A vehicle crossing shall not be formed on an arterial road where the posted speed limit is 60km/hr or more. The residential lots proposed along Telegraph Road will have access of Telegraph Road, classified as an arterial road with a speed limit of 60km/hr	Restricted Discretionary (TRAN-REQ2.2)
TRAN-R8	High Trip Generator	The subdivision is a high trip generator (i.e. it exceeds the threshold of 50 residential units in TRAN-TABLE2). Consent under TRAN-R8.2 is required.	Restricted Discretionary (TRAN-R8.2)

25. Therefore, the land use proposal is a **Discretionary** activity under the Partially Operative Plan.

Status – Partially Operative Plan Only

26. Overall, the bundled proposal is a **Discretionary** activity under the Partially Operative Plan.

Operative Selwyn District Plan (2016), Township Volume ("the Operative Plan")

27. The application site is zoned Living 1 and Living X Deferred Zone.

28. The Council released the Appeals Version of the Partially Operative Selwyn District Plan on 27 November 2023. Many provisions are beyond challenge and are operative/treated as operative (pursuant to cl 103 of Schedule 1 and s 86F of the Act), and the corresponding provisions in the Operative Plan are treated as inoperative.

29. All rules that would apply to this proposal are now treated as inoperative and the proposal is a permitted activity under the Operative Plan.

National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES-CS)

30. The NES-CS manages activities which involve the disturbance of land which may be contaminated. This is determined by whether activities listed in the Hazardous Activities and Industries List (HAIL) have or are likely to have occurred on the site.

31. The development of pastureland into residential lots is a change of land use governed by the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES-CS 2011). A Preliminary Site Investigation has been undertaken by Sephira Environmental and a report dated August 2022 was included with this application. Although the proposal is a subdivision, the Preliminary Site Investigation concluded that based on a site inspection, an interview with the landowners (Andrew Gillanders), and a review of available information, which included ECan's LLUR, LINZ title records, SDC property files, and historical aerial photographs, it is considered less than likely that activities on the MfE Hazardous Activities and Industry List (HAIL) have occurred at the site.

32. The applicant provided an updated PSI on 9 June 2025. This report was prepared by Geo-Environmental Consultants (NZ) Ltd and dated 31 May 2025. This assessment came to the same conclusions as the previous PSI, prepared by Sephira Environmental that the NES-CS does not apply to the proposed activity, and there are no recommendations or conditions relating to the proposed activity in terms of ground contamination matters.

33. The Preliminary Site Investigation (PSI), prepared by Sephira Environmental was reviewed by the Contaminated Land Team of Environment Canterbury, and in their response dated, 3 June 2025, they have agreed with the conclusions of the PSI. Therefore, the NES-CS does not apply.

Overall Activity Status

34. The proposal is being considered as a **discretionary** activity overall.

Written Approvals (Sections 95D(e), 95E(3)(a) and 104(3)(a)(ii))

35. The provision of written approvals is relevant to the notification and substantive assessments of the effects of a proposal under sections 95D, 95E(3)(a) and 104(3)(a)(ii). Where written approval has been provided, the consent authority must not have regard to any effect on that person. In addition, that person is not to be considered an affected person for the purposes of limited notification.

36. No written approvals have been included as part of the application.

Notification Assessment

Assessment of Adverse Environmental Effects (Sections 95A, 95B, 95D and 95E)

Permitted Baseline

37. Sections 95D(b) and 95E(2)(a) allow that a consent authority "may disregard an adverse effect" if a rule or a national environmental standard permits an activity with that effect, a concept known as 'the permitted baseline'. The application of the permitted baseline is discretionary, as denoted by the use of the word "may". It is understood that its intention is to identify and exclude those adverse effects that would be permitted by the Plan from consideration.

38. The Partially Operative Plan does not allow for the subdivision of land as a permitted activity, therefore there is no applicable permitted baseline for the subdivision consent.

39. With regard to the land use aspects, the Partially Operative Plan permits:

a. Earthworks associated with the development of land for subdivision up to a maximum of 1000m^2;

b. The creation of a new local road with a minimum legal width of 13m and a maximum of 20m, a minimum carriage way width of 7.5m and a maximum of 8m, two traffic lanes, 1 parking lane and pedestrian provision on one side.

c. The establishment of a vehicle crossing in all residential zones that is not formed on an arterial road where the posted speed limit is 60km/hr or more.

d. A minimum distance of 123m between road intersections on an arterial road, where the speed limit is 50km/h or less.

e. Where new roads are proposed on a site subject to any ODP, the intersection spacing is designed for the proposed (future) speed limit within the ODP area and on immediately adjoining roads.

f. Regarding high trip generating activities, the development threshold is 50 residential units in a Residential Zone (not MRZ).

40. There is nothing unusual and different about the land use proposal that would warrant no applying the permitted baseline, and only the adverse effects over and above those forming a part of the baseline are considered relevant to be assessed.

Receiving Environment

41. The receiving environment for this proposal includes the existing environment and the future environment as it could be, i.e. as modified by non-fanciful permitted activities and unimplemented resource consents. In this case, the receiving environment consists of land to north, east, south and west zoned and/or developed for residential purposes of varying densities.

Restrictions on Matters Considered

42. The status of the activity is **Discretionary.** As such, the Council's discretion is unrestricted, and all adverse effects must be considered.

43. The objectives, policies, reasons for rules and assessment matters in the Plans provide useful guidance when considering the adverse effects of the proposal, and these are discussed where relevant below.

Effects

44. The adverse effects that might be considered relevant to this proposal are:

- Subdivision and Servicing
- Transportation and Access
- Natural Hazards
- Earthworks
- Cultural

Subdivision and Servicing

Size and Shape Effects

45. This application proposes to undertake a three staged subdivision (Stages 2A, 2B and 2C) to create a total of 103 allotments and roads. The allotments will consist of 101 residential lots, 1 lot for a potential Early Childhood Education Centre and a balance lot. The balance lot, Lot 1000 will accommodate the future stages of this subdivision. The overall subdivision may consist of a total of 445 new residential lots, roads and a recreational area.

46. An urban design assessment, prepared by Rough Milne Mitchell (RMM) Landscape Architects and dated 5 September 2025 was received as part of request for further information and has been reviewed by Mr Andy Long, Urban Designer, Selwyn District Council. He considers that overall, the layout is sensible and demonstrates a compact block design.

47. I consider it appropriate to address the effects of the size and shape of the proposed site under the following sub-heading and referenced the assessment by RMM where relevant.

48. As previously noted, the overall application site consists of a new site (Lot 1 DP 616063) created under subdivision consent, RC255135 and the boundaries proposed for Stages 2A, 2B, 2C and the balance Lot 1000 correspond with the boundaries of this newly created allotment.

49. The southern half of the application site is within Development Area-DA4 and SUB-REQ3.3 and SUB-REQ3.4 require that where a site is subject to an Outline Development Plan, no more than 20% of the sites created in any one subdivision shall be rear sites and no more than 10% of the sites created in any one subdivision shall be rear sites served by an accessway serving three sites or fewer. Within the proposed Stages 2A - 2C, only 3.9% of all the residential lots (four sites, Lots 17, 50–51) will be rear sites and will have access via an accessway.

50. In the Urban Design Assessment, RMM notes that the proposed subdivision demonstrates a balanced approach to land use and density by offering a mix of lot sizes. The overall subdivision design includes a centrally located reserve. This with the integration of swales will enhance the amenity value and ecological function of the site, contributing to a distinct neighbourhood character. These elements within a subdivision, support informal social interaction, passive recreation, and biodiversity, while providing a counterpoint to built form.

51. RMM also notes that the Darfield Estate subdivision occupies a transitional edge to Darfield. The subdivision fronts two key roads, Telegraph Road and Greendale Road which mark the boundary between established rural land and new urban development. The proposal will allow for residential lots along these roads to be designed with direct vehicular and pedestrian access, reinforcing an urban frontage and promoting integration with the surrounding street network. Therefore, this proposal contrasts with existing development on the opposite side of Telegraph Road, where solid fencing dominates, creating a visually disconnected and defensive edge. The proposal to position larger lots along the Telegraph Road frontage with access off Telegraph Road will help preserve visual permeability and ease the rural–urban transition. I note that larger sites would also assist with the provisions of on-site manoeuvring for vehicles, which is a requirement for arterial roads.

52. SUB-REQ1.2 requires that the subdivision within the General Residential Zone, other than Castle Hill shall achieve a minimum site area not less than 500m^2 as set out in Table SUB-2. The residential lots within this subdivision will range from 500m^2 to 844m^2 and most will be able to contain a building square with dimensions of not less than 10m x 15m (SUB-REQ2). Although Council's Urban Designer, Mr Long expressed his concern that Lot 315 and Lot 11 will not be able to accommodate a 10x15m building square that complies with GRZ setback requirements, he has included the following diagrams (**Figure 6**) in his review that illustrates compliance with SUB-REQ2:

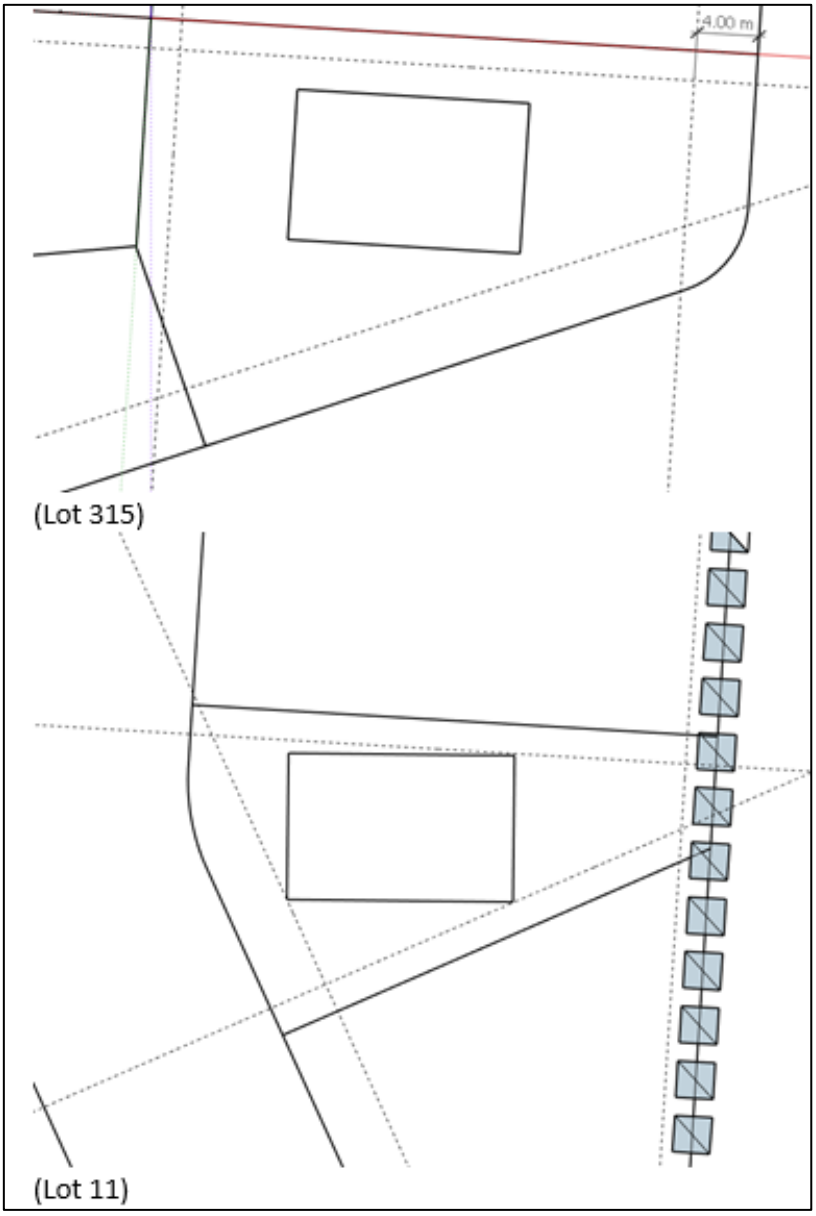


Figure 6: Building squares within the required setbacks of Lot 315 and Lot 11 (Source: SDC Urban Designer)

53. All sites are proposed with a minimum road frontage width of 15m. No residential units and vehicle crossings are proposed as part of this application and except for Lot 11, the residential lots will not have unusual or difficult shape characteristics. Overall, I consider that the size and form will be appropriate to accommodate a single residential unit as a permitted activity which can support the urban design principles.

54. SUB-REQ1.1 requires that the subdivision within the General Residential Zone, other than in Castle Hill shall achieve an average net site area not less than 650m^2 (SUB-Table 1). This subdivision layout was amended (Version E) to include Lot 313 with an area of 2700m^2 . As such the proposal will comply with SUB-REQ1.1 if the calculation of the average net site area is limited to Stages 2A, 2B and 2C only. The average net site area over these stages will be 650m^2.

55. The applicant has amended the original subdivision plan to include a larger lot. Lot 313 for a potential Early Childhood Education Centre and Lots 311 and 312 to achieve the required average net site area. This resulted in the average net site area of the subdivision (excluding the balance allotment) to be 650.01m^2. Lot 313 will have an area of 2700m^2 and this site is twice the size required by SUB-REQ1.1 (650m^2). Any further subdivision of this lot may compromise the ability to meet the required average net site area across Stages 2A, 2B, and 2C. Therefore, I consider it appropriated to impose a consent notice condition to ensure that any future development of this lot must still achieve the average net site area across Stages 2A, 2B and 2C (SUB-MAT1.3).

56. The proposed balance lot (Lot 1000) will have a total area of 30.0828 hectares, and this area has not been included in the calculation of the average net site area. The proposal does not demonstrate how the subdivision of the balance lot could achieve the required average net site area (SUB-REQ1.1) and this will be assessed when future subdivision applications are lodged.

57. The application site is partially within Development Area: DEV-DA4 and within the interface between the General Residential Zone and the Large Lot Residential Zone and as such it is anticipated that the area should be developed in an integrated and coordinated manner. A transition in density shall be provided at the interface between the General Residential and Large Lot Residential zones, particularly where a road is not located at the interface. The area covered by proposed Stages 2A- 2C of this subdivision falls entirely within the General Residential Zone and no transition in density needs to be considered for this proposal.

58. Based on the above assessment and the fact that the applicant has accepted the recommended consent notice to ensure that the average net site area within Stages 2A, 2B and 2C is achieved through any future development of Lot 313, I consider that any potential adverse effects in relation to site size and shape will be less than minor.

Context

59. There is a water race located adjacent to Greendale Road along the western boundary of the site, which flows to the south and a second water race located further south adjacent to Telegraph Road which also flows south. These water races are not affected by this proposal (Stages 2A - 2C).

60. The degree to which the design and layout of roads, footpath patterns, and the layout of sites complements the design and layout of any adjoining urban areas are discussed below:

    a. The application site is within Development Area - Darfield 4, that requires appropriate transport connections to be provided to the adjacent residential zoned land to the north, south-west and within the development area. The Darfield 4 Development Area plan is included as **Figure 7** below:

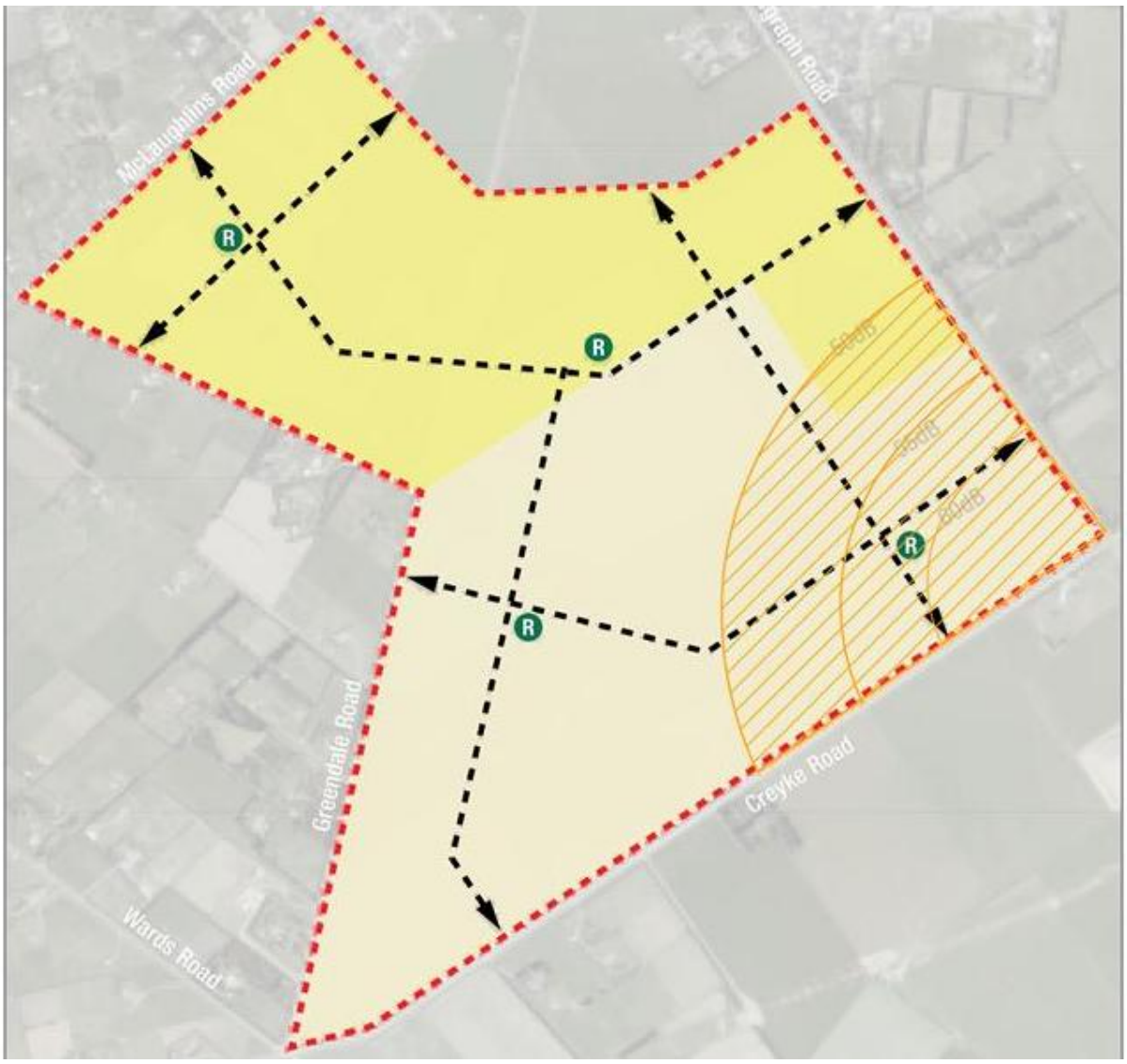


Figure 7: Development Area: DA-4 (Source: PODP)

b. The required transport connections include:

- A primary road from McLaughlins Road to Telegraph Road, with a roundabout installed where this road crosses Greendale Road.
- A second primary road shall run from Greendale Road to Telegraph Road.
- The point of connection to Telegraph Road shall be located between the intersecting roads on the western side of Telegraph Road.
- Appropriate connections shall be provided to the adjacent residential zoned land to the north, south-west and within the development area.
- All proposed intersections along Telegraph Road, including those in other development areas, should be considered together.

c. Ms Helen Pullar, Consultant Development Engineer on behalf of Selwyn District Council has reviewed the proposed layout and design of roads and how these compliment the design and layout of adjoining urban areas. She noted that the roundabout where the primary road crosses Greendale Road will need to be addressed at a future stage of this development. Mr Ambawatte considers that the proposed road layout

achieves the required provision of a secondary road running from Greendale Road to Telegraph Road as well as a point connection to Telegraph Road located between the intersecting roads on the western side of Telegraph Road.

d. DEV-DA4 requires that all proposed intersections along Telegraph Road, including those in other development areas should be considered together. As part of the request for further information, the applicant amended the scheme plan to include the location of the intersections approved for the subdivision (RC205356) on the opposite side (east) of Telegraph Road. Telegraph Road is classified as an Arterial Road, and this portion of the road currently has a current speed limit of 60km/h. Stages 2A-C will only have a road frontage to Telegraph Road and two road new intersections to Telegraph Road are proposed to provide access to these stages. Roads 1 and 6 will be closer to the existing intersections as approved in RC205356. This matter is addressed under the heading "Movement Networks" below.

e. The Integrated Transport Assessment, provided with this application, notes that the neighbouring sites to the south is rural and that a cemetery is located to the north of the application site. The amended scheme plan, Revision E shows a vehicle link to north. The details of this link will be provided with the future subdivision of the balance of the site and does not form part of this proposal.

f. No pedestrian or cycleways are currently established on the portion of Telegraph Road along the site boundary of the application site, but footpaths will be provided within the subdivision to allow connection to the external road network. The applicant notes that Telegraph Road will be upgraded in a form to be agreed with Council at Engineering Acceptance stage and will be subject to engineering conditions.

g. To enhance connectivity and reinforce integration between the broader ODP area and the town's transport network and community infrastructure, RMM recommended the following in their Urban Design Assessment:

- *To establish a shared pedestrian and cycle path along the proposed north-south link road extending from Greendale Road southward. From an urban design perspective, this active mobility corridor would serve as a strategic connector supporting walkability, promoting sustainable transport, and strengthening spatial relationships between the existing subdivision and the future DEA D4 ODP precinct.*

- *A key opportunity within this framework is the potential to establish an active connection to St James Church, a recognised heritage structure located at the northern end of Telegraph Road. Integrating pedestrian and cycle access to this Site would not only enhance connectivity but also strengthen the cultural and spatial identity of the area. This connection would contribute to a richer urban experience, reinforcing the NZUDP's core values of character, context, and collaboration.*

h. The north-south link road from Greendale Road and the northern connection to St James Church will form part of the future subdivision stages and as such I do not have scope to include the above as consent conditions.

61. It is therefore considered that the overall layout of roads and the provision of footpaths will complement the design and layout of the adjoining urban areas and achieve the connectivity anticipated by the Darfield 4 Development Area.

Infrastructure

62. An Infrastructure Design Report prepared by Survus Consultants and dated 19 May 2025 was submitted as part of the application. Ms Helen Pullar, Consultant Development Engineer on behalf of Selwyn District Council has reviewed this report and her comments and recommendations on servicing the proposed subdivision are included in the assessment below.

63. The overall subdivision will be undertaken in stages, but this application only proposes the creation of lots within Stages 2A - 2C and a balance lot (Lot 1000), that will remain un-serviced until future development.

Telecommunications and Electricity

64. A power supply capacity letter from Orion has been provided with the Infrastructure Design Report and the power reticulation network will be installed underground in the berms or footpaths. High voltage cables will be laid to all kiosks and from each kiosk low voltage connections will be laid to the frontage of each residential unit

and streetlight. The applicant notes that the developer will install the high voltage cable and sell these to Orion, after which the power network will be deemed an Orion Asset.

65. Chorus has provided confirmation that they have upstream capacity to supply the proposed development with telecommunications. The telecommunications reticulation network will be installed underground in the berms or footpaths.

66. The applicant accepted the standard conditions for telecommunications and electricity recommended by Mr Ambawatte.

Water

67. The existing water supply network infrastructure consists of a DN300 uPVC water main located within the western berm of Telegraph Road, a DN300 uPVC water main located within Greendale Road and terminates approximately 90 m to the north of the site (future development area northwest corner). The DN300 feeds a OD90 PE and OD50 PE submain, each respectively running down either side of Greendale Road.

68. The applicant highlights the fact that although this proposal is for Stages 2A, 2B and 2C only, it is important that water supply infrastructure is sized to take into account the future potential subdivision up to Greendale Road and the land areas to the north and south of the development.

69. The applicant states that the proposed network will be designed in accordance with the Council's ECoP Section 7 (Water Supply) and SNZ PAS 4509:2008 (New Zealand Fire Service Fire Fighting Water Supplies Code of Practice) and all front Lots will be serviced by OD25 PE laterals and all rear Lots will be serviced by OD32 PE laterals and connected to standard DN15 water meters at the street boundaries.

70. The applicant obtained a 5 Water Infrastructure Servicing Certificate from Council, that has been issued on 7 August 2025 stating that on demand metered water connections to the Darfield Water Supply Scheme are available for each new section (one per valuation). As per CoP, tobies are to be located in the road reserve with separate private laterals serving each section (32mm OD PE back sections, 25mm OD front sections). Selwyn District Council's peak day model identifies minimum supplied pressure of 380 kPa along Telegraph Road, and 380 kPa along Greendale Road. It is required that all 5 waters infrastructure to be vested in Council (or Asset Manager) shall be designed in accordance with the Engineering Code of Practice considering future intensification potential.

71. Ms Pullar concluded that there are no issues with the proposed water servicing for Stages 2A, 2B and 2C and noted that the water main in Telegraph Road shows a minimum peak day pressure of 380 kPa in the Asset Owner's (SDC/SWL) water model. The applicant can use this value for their own pending modelling to verify their internal reticulation is sized adequately. SDC/SWL Water IMP map shows a 200mm main through this area (approximately) to form a critical loop for network resilience. This aligns nicely with their preliminary design.

72. Ms Pullar recommended standard conditions for water supply and all the recommended conditions have been accepted by the applicant any potential adverse effects relating to the provision of water are considered less than minor.

Stormwater disposal

73. Survus Consultants, note that there is no existing stormwater network servicing the Darfield area and proposes that stormwater runoff from roof areas will discharge to privately owned onsite soakage pits. Primary stormwater generated within the individual allotments will be discharged to soakpits within each site constructed as part of the building consent process.

74. The applicant has proposed that stormwater runoff from all lots (roof and impervious surfaces) will be managed through on-lot systems for the 10% Annual Exceedance Probability (AEP) rainfall event incorporating climate change scenario as per the Engineering Code of Practice, with treatment and discharge to be addressed at the time of building consent applications. The proposal as lodged proposed runoff exceeding the 10% AEP to be directed to swales and soakpits located within the road reserve and that public swales and soakpits within the road reserve will be designed to accommodate runoff from the contributing catchments, additional runoff from

lots, and provide the required detention storage for the 1% AEP rainfall event, through a combination of storage, soakage, and overland flow storage.

75. Following the amendment of the subdivision plan, (Revision E - 24 July 2025) to include a pre-school (Lot 313) the applicant needed to remove Swale 7 to allow right-hand turns into the school, and to add a pedestrian crossing. This created an issue as Swale 7 was proposed to capture runoff from the school and the road (the upstream soakage basin and Swale 6 do not have capacity). It was considered by the applicant that there will be plenty of capacity within the future swale in Road 12 and the downstream swale in Road 11 to take the stormwater flow, but these swales are part of the future stages and cannot be included within the current staging plan as gravity sewer is not available.

76. To address the removal of Swale and Soakpit System, the applicant had proposed a temporary stormwater management system within the balance lot. This system will operate until such time as the future road extension, and its associated stormwater system are constructed.

77. The stormwater treatment proposal was further amended, to remove the proposed swales within the roading and opted for discharge via sumps to soakage pits, based on the highest groundwater in this area of Darfield being 70m bgl.

78. Based on confirmation by Environment Canterbury, Ms Alex Ross, Surface Water Asset Manager, Selwyn District Council, confirmed, there is no need to provide additional treatments to discharges and that discharges to land could be via soakpits and sumps.

79. Following the above, the proposal was amended on 30 October 2025, and updated roading layout drawings were provided, where the central swales have been removed, and the design has reverted to a standard chamber discharging to a low-profile kerb and channel, sumps, and soakage pits (located under the berm).

80. Hydraulic neutrality must be required for all split catchments, including lots draining to Telegraph Road and the applicant has agreed to this and have provided a catchment plan to demonstrate how all split catchments will be managed within the development site. Where this cannot be achieved, suitable on-lot stormwater management must be provided and secured through legal mechanisms through any variations to resource consent to ensure compliance is maintained.

81. In relation to flooding and overland flow management, the applicant has engaged with the Surface Water Asset Manager to understand the modelling outputs of Council's new flood model. The applicant has confirmed that in conjunction with the Engineering Acceptance application a flood model will be provided by the to ensure that the proposal will not result in adverse effects on overland flow or flooding downstream

82. A Stormwater Management Plan (SMP) has been prepared and submitted as part of the application and provides the basis for planning, scheduling, and executing scheduled maintenance of the stormwater network to ensure the operation and function of the system is not compromised.

83. Ms Pullar has recommended standard conditions to mitigate any potential adverse stormwater effects as result of the proposed development and these have been accepted by the applicant. It is therefore considered that and potential adverse effects as a result of stormwater discharge will be sufficiently mitigated.

Wastewater Disposal

84. The proposal is for Stages 2A, 2B and 2C to be serviced by a gravity sewer networks and to discharge wastewater to the existing DN300 main within Telegraph Road via the northern and southern entrance roads (shown as Roads 1 and 6 on the engineering drawings). Consideration has been given to the wastewater servicing of the wider area (Part RS 25014) and the land area to the west of Greendale Road and future stages of this development that will not discharge to Telegraph Road via the road linkages through Stages 2A, 2B and 2C, but will discharge via a new gravity main that will run through the land area to the south. This possible future gravity main is shown in **Figure 8**.



Figure 8: Proposed future gravity main (Source: Application documents - Infrastructure Design Report)

85. The applicant obtained a 5 Water Infrastructure Servicing Certificate from Council, issued on 7 August 2025 stating that wastewater service is available and can connect to the 300mm PVCU sewer trunk main in Telegraph Road. Each property shall be serviced by its own lateral per ECoP and that any wastewater infrastructure to vest in Council and located within private land will need to be protected by an easement in gross in favour of Council granting Council access rights for maintenance purposes. It is required that all 5 waters infrastructure to be vested in Council shall be designed in accordance with the Engineering Code of Practice considering future intensification potential.

86. Ms Pullar recommended standard wastewater conditions and as these were accepted by the applicant, therefore, I consider any adverse wastewater effects to be less than minor.

Solid Waste Disposal

87. Weekly and fortnightly waste collection and recycling collection are available in Darfield township and can be extended to the proposed development.

Movement Networks

88. This proposal will result in the creation of 12 new local roads, with Roads 1 and 3 having a legal width of 20m, Roads 4,6,7,8 and 11 having a legal width of 25m and Roads 2 and 5 having legal widths of 16.5m.

89. Inappropriately designed subdivisions have the potential to result in conflict between road users and pedestrians and disrupt the flow of traffic utilising the network. As discussed under “Context" above, the proposed layout will ensure connection with the existing environment and the future residential area.

90. A Safe Systems Auditing Report was provided by the applicant as part of the request for further information. This report was carried out by GHD and is dated 24 July 2025 and provides a safety review of the proposed movement network. This report together with the updated roading design layout, provided on 6 November 2025, were reviewed Mr Ravi Venugopal, Council’s Road Safety Engineer and by Ms Helen Pullar, Consultant Development Engineer on behalf of Selwyn District Council. Their conclusions are summarised below:

a. *Visibility from intersections:*

Visibility at some intersections and curves with these stages may be limited due to the road geometry or adjacent features. Ms Pullar, Consultant Development Engineer on behalf of Selwyn District notes that the updated plans, confirm the availability of adequate visibility and this will also be confirmed at Engineering acceptance.

b. *Pedestrian crossing locations:*

Designated pedestrian crossings have not been proposed at this stage, and it is recommended that any proposed pedestrian crossings should also consider appropriate crossing treatments. The lack of crossing facilities may result in crossing movements undertaken at unsafe locations, increasing the risk of conflicts with pedestrians. Mr Venugopal noted pedestrian crossings should be provided at desired locations and the applicant supports his comments and the design requirements for safe pedestrian crossing points would be addressed at Engineering Acceptance. This design must allow for incorporating hold rails along shared use paths routes and near the pre-school.

c. *Vehicle access onto lots*

Vehicle access locations to individual lots have not been finalised as part of this subdivision proposal and Mr Venugopal agrees that some lots will require restrictions on the location of future vehicle crossings and recommended a consent notice condition to be imposed on the titles of the relevant lots. Council’s Development Engineer recommended that consent notices be registered on the titles of these lots to identify the restrictions on vehicle crossing positions for Lots 1, 346, 354, 355, 315 and 368.

d. *Shared pathways:*

Shared pathways adjacent to residential driveways, may potentially result in conflict between the path users and vehicle exiting the properties, particularly cyclists who are travelling at a higher speed, and this will be compounded where fencing and landscaping will restrict driver visibility. Mr Venugopal accepted the designer's recommendation to switch the berm and shared path locations around, so the shared path is adjacent to the back of the kerb and the berm would extend out 2.2m from the boundary.

e. Pedestrian crossing – Telegraph Road

It is noted that a pedestrian accessway already exists on the opposite side of Telegraph Road and the lack of a crossing facility may result in crossing movements undertaken in unsafe locations, increasing the risk of conflicts. Both Council’s Safety Engineer and the applicant agreed with GHD’s recommendation that a safe crossing point should be provided at this location in conjunction with other road frontage works and any adjustments to the existing speed threshold area.

The updated roading plans, Revision C and dater 6 November 2025, included a pedestrian refuge island on Telegraph Road. An existing wastewater manhole that will be directly in the centre of the proposed refuge island. Mr Venugopal notes that ideally the crossing should avoid the manhole cover to reduce any slip risks and operational issues in future but does not consider this a major concern from a Road

Safety perspective. The applicant has agreed to address any options to upgrade the manhole cover to a heel safe and anti-slipcover or to move the refuge slightly to avoid the manhole cover in the detailed design as part of engineering approval.

Council's Development Engineer recommended a consent condition requiring that a safe pedestrian crossing with a central pedestrian refuge be incorporated into the road frontage upgrades on Telegraph Road.

f. *U-turn movements:*

Due to the presence of central swales originally proposed some residents will need to perform U-turn movements to access their driveways/travel to their destinations. The designer notes that within the 20m wide roads, there is not sufficient carriageway width for a vehicle to complete a U-turn at an intersection, and the roads can be marked accordingly. Road users would access their properties via the road connections that do not require a U-turn and as such the designer do not consider there to be an issue with U-turns in the 25 m wide roads, and "no parking" road markings will be put at the U-turn locations. Mr Ravi Venugopal notes that these issues do not need to be confirmed in the consent for these stages and the roading design changes have removed the majority of the central island swales with this issue now largely considered to be resolved.

g. *Turnaround provisions:*

It is unclear whether adequate turnaround space is provided within the stages (Stages 2A-C) of the development, prior to the completion of the future stages. The lack of turning points is particularly relevant for service vehicles such as rubbish trucks and the roading design layout and subdivision plans have been updated to include temporary turning heads. Council's Development Engineer recommended consent conditions requiring temporary turning heads to allow for the rubbish trucks. The applicant has shown these temporary turning heads as easement area on the subdivision plan.

h. *No stopping markings:*

It is unclear what restrictions are proposed to support safe pedestrian crossing in locations where the road widens and adequate distance is critical. Mr Ravi Venugopal notes that this will be considered in the Detailed Design Report.

i. *Intersection lane capacity:*

No form of control, tracking checks, or road markings has been shown for the intersections with Telegraph Road as the frontage road for the subdivision. The proposed lane configurations on Road 1 and Road 6 should be designed to provide adequate capacity for left and right-turning movements, from and into the development site and as these accesses will also be used for future stages, it should be designed to provide safe access to reduce the risk of conflicts. If there is potential for queuing during peak periods, this may impact intersection performance and overall network efficiency, particularly for right turns from Telegraph Road if a right turn bay is warranted. Lack of capacity or turning lane provision may result in drivers getting frustrated and taking unnecessary risks. Following a request for further information, the applicant responded on 12 September 2025 that a right-hand turn is unlikely to be justified and noted that a possible alternative is for Council to have a flush median as a generalised upgrade of Telegraph Road.

Stages 2A-C will only have a road frontage to Telegraph Road and two road new intersections to Telegraph Road are proposed to provide access to these stages. Roads 1 and 6 will be closer to the existing intersections as approved in RC205356. Council's Development Engineer has reviewed the above response from the applicant about the upgrading of Telegraph Road, the Integrated Transport Assessment the Safe Systems Audit Report and input from Mr Andrew Masey. Mr Mazey noted concerns related to risk associated with the proportion of heavy vehicles on this route and his view was that right turn bays would be desirable as a mitigation of the associated risk. It is noted that SDC would not prioritise a wide central median for the length of Telegraph Road at this time. The plans have been updated to include right turn bays.

The updated plans have been reviewed by Ms Pullar, Senior Development Engineer, Selwyn District Council has recommended a consent condition to ensure that right turn bays be provided on Telegraph Road at both intersections for southbound vehicles to enter the subdivision.

j. Future maintenance

On Road 1 and Road 6, the road adjacent to the swale appears to be narrow (inferred as 5.5 m wide) and may be insufficient to accommodate a parked maintenance vehicle without obstructing through traffic should access be required. The applicant's designer notes that Road 6 has sufficient parking space as it is a 5.5 m wide carriageway. Therefore, maintenance contractors can park on the side of the road. It is agreed that there is no adequate parking space within Road 1 (between Telegraph Road and the Road 4 intersection). Council's Development Engineer notes that this will be reviewed in more detail at Engineering Acceptance Stage.

k. *Internal road speeds:*

The current design of the internal east-west connector roads connecting Telegraph Road with Greendale Road (i.e., Roads 13-18, Roads 27-19-3-1, Roads 29-28-20-9, Roads 31-30-22-11-8-6) appear to show alignments and lengths of up to 1 km. This means these routes will likely operate with a relatively fast speed environment for the future urban residential context. Higher operating speeds can increase the risk of conflict, particularly where vehicles are entering or exiting driveways or where pedestrian activity is expected. Mr Ravi Venugopal notes that there have been speed compliance problems in Shillingford Boulevard Rolleston which has a similar central median arrangement. In comparison at Te Whariki Lincoln roads such as Southfield Drive and Vernon Drive have incorporated horizontal deflections and other design features and resulted in improved speed compliance. The applicant is expected to incorporate some design features at the detailed design stage that address speed management risk. This is expected to be more than road making alone. Council's Development Engineer considers that these issues can be resolved in the detailed design.

l. *Shared path width*:

The proposed shared path width of 2.5 m is below the Selwyn District Council recommended 3.0 m for accommodating mixed-use pedestrian and cyclist traffic, particularly in areas with expected growth or higher activity levels. This limited width may result in reduced safety, user conflicts and constrained passing opportunities. Mr Ravi Venugopal, Council's Road Safety Engineer notes that the 2.5m wide shared part width meets the current requirements of Council.

m. *Telegraph Road speed:*

The operating speeds to the north and outside the subdivision on Telegraph Road are above the posted speed and while the frontage of the Telegraph Road subdivision may naturally encourage lower speeds, this transition may not be sufficient on its own. Councils Safety Engineer, notes that Council will need to change the speed limit as appropriate to the changes to road environment and as such Council's Development Engineer recommended a consent condition that the existing speed threshold on Telegraph Road is to be removed and replaced in a form to be agreed with Council at Engineering Acceptance stage.

n. Corner splays of Lots 1 and 346

Mr Ravi Venugopal notes that the path layouts at the intersection of Telegraph Road and Road 2 seem to be tapering the berm to nothing at the corner and recommends that the splays of Lot 1 and Lot 2 be adjusted to provide a better outcome or at least a consistent berm width. The applicant, agreed on 16 September 2025 to update the scheme plan to provide larger splays for Lots 1 and 346. The updated roading layout plans have been reviewed by Ms Pullar and she has not raised any further concerns and recommended conditions about the corner splays of other lots at road intersections.

91. The applicant has agreed to the above conditions recommended by Ms Pullar to mitigate any potential safety effects relating to the overall movement network and as such these effects are considered to be less than minor.

Street lighting

92. All street lighting within the new roads to be vested in Council and will comply with the SDC ECoP Part 12 (Utilities and Lighting) and AS/NZS 1158 and the specified category unless alternative street lighting options are discussed with and approved by Council.

93. Streetlights are expected to be located at the road reserve boundary, particularly for Telegraph Road and other major roads and Ms Pullar recommended that the location of streetlights would be addressed as part of the detailed design/streetlighting designs/Engineering Acceptance process. She further recommended standard conditions which were accepted by the applicant. As such it is considered that the street lighting options will assist with mitigating any adverse effects on the night sky whilst not compromising the safe and efficient operation of land transport infrastructure.

Landscaping

94. In accordance with SUB-MAT9.6 any landscaping and tree planting required in the road reserve and its contribution to amenity values and the recreational and environmental attributes of the street must be considered.

95. The application includes a draft Landscaping Plan, prepared by RMM and dated 28 May 2025. This plan outlines the planting of trees, shrubs, grassed swales, footpaths and neighbourhood reserve for the overall residential development.

96. The applicant provided updated engineering drawings on 24 July 2025, to include footpaths on both sides of the road. The berms will have a minimum width of 1.8m allowing sufficient space for tree pits. The applicant acknowledges that the 20m wide entrance road (Road 1) which has an entrance off Telegraph Road does not have sufficient berm area on either side of the road for tree pits due to the recessed parking bays. Therefore, 1.8m x 1.8m tree pits will be located within the recessed car parking.

97. Selwyn District Council's Senior Development Advisor, Mr Joe Clark, has reviewed the draft Landscaping Plan for the proposed development and the further information provided by the applicant. He requires final landscaping plans and an accompanying design report for all vested road corridors to be provided at the time of engineering acceptance.

98. Although entrance details have been provided with the Landscaping Plans, it is unclear if the signage is within private lots as required in the Engineering Code of Practice and Mr Clark recommended an entrance features/signage condition that has been accepted by the applicant.

Provision of pedestrian and cycle access

99. The proposed subdivision has a road frontage to Telegraph Road and there are no footpaths of cycling facilities provided along Telegraph Road. Cycle ways and footpaths are proposed on both sides of the internal roads.

100. An Integrated Transport Assessment, prepared by Avanzar Consulting Ltd and dated June 2025 has been provided with the application. This report notes that Telegraph Road along the site frontage will be upgraded to provide a 2.5m wide shared footpath/cycle path.

101. The layout proposed walkable blocks that achieve the perimeter lengths as required in SUB-REQ7.

102. It is therefore considered that the proposed pedestrian and cycle ways will be located and designed to meet best practice and that the layout will allow pedestrians and cyclists to connect to the external road network.

103. Mr Clark, has reviewed the Landscaping Plan for the prosed development and the landscaping consent conditions recommended were accepted by the applicant.

Reserves

104. No reserves are proposed within Stages 2A-2C of this subdivision, but a the overall subdivision plan shows that a reserve may be provided just west of Lot 313, the potential Early Childhood Education Centre.

Easements

105. Lots 50 to 51 will be rear lots and will be accessed via an accessway. An easement shown as Area A on the subdivision plan is proposed to allow a right of way and access to all services to these rear lots.

Development Constraints

106. The application site (Lot 1 DP 616063) will be subject to a consent notice once the record of title is issued. This consent notice will state that this is an un-serviced development lot. No services (power, phone, water or sewer have been provided to this lot. Connections to the relevant services will be required at the time future development occurs. No contributions (water, sewer, roading and reserves) have been paid, and no credits are available.

107. At the time of writing this report, the new title has not been issued for this site and as such this development constraint does not affect the proposal.

Natural Hazards Effects (Geotechnical and Flood Hazard)

108. The application site is located within the Plains Flood Management Overlay and Liquefaction Damage Unlikely Overlay.

109. The Natural Hazard Assessment Report, prepared by Kirk Roberts Consulting and dated 24 April 2025 accessed Selwyn District Council Flood Map. The areas across the western part of the site are at low risk of inundation and the eastern part of the application site, where Stages 2A-2C are proposed is at very low risk of inundation (0.5m or less) ponding in the 200-year ARI (Average Recurrence Interval) flood event. Conditions of consent will require the consent holder to obtain a global Flood Assessment Certificate following the completion of associated earthworks for minimum finished floor levels in each subdivision stage prior to the issue of a section 224(c) certificate.

110. The Natural Hazard Assessment Report also addresses the underlying geotechnical conditions and the site-specific liquefaction hazards. Kirk Roberts Consulting concludes that the liquefaction hazard is assessed as low and providing that the following recommended subdivision conditions are followed, the site will be geotechnically suitable for the proposed residential subdivision:

    a. Appropriate accessways and roads will need to be formed to provide access to the proposed new lots.

    b. Stormwater concentrations from the sealed driveways and roads should be appropriately managed and discharged to an approved disposal system and should not be discharged to the ground near the future dwellings.

    c. The existing small drain along the western boundary (within the site) should be re-aligned/removed and its alignment should be remediated. Otherwise, a no-build zone should be established.

111. Kirk Roberts Consulting recommended that the following consent notices be registered on the Records of Titles of the new lots:

    a. A TC1 land classification for the site is considered appropriate.

    b. Site-specific geotechnical investigations and reporting will be required to inform foundation design parameters once the nature, location, and layout of future buildings have been confirmed.

    c. Building platforms for any future construction should be designed to achieve the required Finished Floor Level (FFL), taking the risk of inundation into consideration as presented in this report and any subsequent update by the Council.

d. Stormwater concentrations from roofs, driveways and areas of hardstanding should be channelled or piped to an approved disposal system.

112. The Geotechnical Assessment was peer-reviewed by Mr Andrew Hurley, Principal Geotechnical Engineer, Geotech Consulting (NZ) Ltd on behalf of Selwyn District Council. He noted that the number of tests on the site appears to be low in proportion to the 39ha site area and the number of sections planned - about one test for every 11 lots, which is about a third of the density suggested in the MBIE guidance.

113. Mr Hurley further noted that the Darfield area is known to be geotechnically benign with the same soil profile of shallow gravel and deep ground water, consistent over a wide area, and although the density testing is low, there is little point in doing a great deal more, and he concluded that the report is sufficient for subdivision consent purposes. His concludes that:

a. The soil profile identified is consistent with that in the general area and is generally benign.

b. The extent of work reported is adequate, with respect to the intent of the MBIE Subdivision Guidance, considering the known consistency of the ground conditions in the area.

c. There is minimal liquefaction potential at the site, which makes the site equivalent to a TC1 Technical Category, land classification.

d. There is no geotechnical reason to refuse subdivision with respect to RMA S.106. e) Site specific shallow geotechnical testing will be needed on each house site at building consent stage.

114. With regard to the recommendation from Kirk Roberts Consulting to consent notices about the TC1 classification of the site, Council do not typically impose consent notice for TC1 category land and I consider it more appropriate to include these recommendations as advisory statements.

115. Council's standard conditions are recommended to require a Global Flood Assessment Certificate to be obtained prior to section 224(c) certification for each subdivision stage.

116. Ms Helen Pullar, consultant Development Engineer on behalf of Selwyn District Council has recommended standard stormwater and overland flow path conditions. The applicant has accepted the condition to obtain a global flood assessment certificate and the standard engineering conditions. Therefore, I consider that any potential natural hazards effects will be appropriately mitigated and that any future owner of an allotment will be aware of the appropriate mitigation measures.

Access and Transport Effects

117. This subdivision proposes the creation of 101 residential units within Stages 2A, 2B and 2C of an overall larger subdivision. New roads will be constructed as part of the development and connections to neighbouring undeveloped sites will be created to ensure the completed development will have a high level of connectivity to both Greendale and Telegraph Roads and other internal roads.

118. Since the current stage only has frontage to Telegraph Road, the frontage will be upgraded to an urban standard, and two road intersections are proposed for this stage. All roads within these stages of the subdivision will be local roads.

119. The application proposes that a number of sites, Lots 347 – 353, and 356-361 will be provided with access off Telegraph Road. SUB-REQ6.6 requires that every site created must have legal access to a road that is not an Arterial Road where the posted speed limit is 60km/hr or more. This section of Telegraph Road is listed as an Arterial Road in APP2 in the PODP and currently has a speed limit of 60km/h.

120. Rule TRAN-R2.1/TRAN-REQ18.1 requires that the maximum legal width for a local road in the General Residential zone must be 20m, width a carriage way width between 7.8m (minimum) and 8m (maximum), at least 2 traffic lanes, 1 parking lane and pedestrian provisions on one side.

121. The legal widths of Roads 4,6,7, 8 and 11 will have a 25m legal width and do not meet the expected maximum of 20m.

122. An Integrated Transport Assessment (ITA) prepared by Avanzar Consulting Ltd and dated June 2025, has been provided by the applicant and has been reviewed by Mr Andy Carr, from Carriaway Consulting on behalf of Selwyn District Council.

123. Mr Carr's assessment is summarised below:

a. The proposed roading network will remain suitable for the wider subdivision.

b. The frontage of the site onto Telegraph Road will be upgraded to an urban standard, and it is recommended that this is secured via a condition of consent.

c. There are no underlying road safety concerns on this section of the road network.

d. In terms of the traffic-carrying capacity of the roads, all of the transportation features (movement lane, footpaths, parking etc) which can be accommodated within a 20m width are easily able to be accommodated within a 25m width. As such, the additional 5m legal width does not compromise the effective or safe functioning of these roads.

e. The approach of forming the roads in a way that means their cross-sections can be subsequently extended into later stages of development is acceptable.

f. The matter of the form of the intersections and the need for right-turn lanes or similar has been considered and it was concluded that the legal widths and road geometries mean that intersection layouts meeting current guides and standards can be achieved.

g. The scale of the subdivision does not justify the provision of a public transport service.

h. The provision for walking and cycling within the site is a matter to be considered through Engineering Approvals and compliance with the District Plan, and it is considered that a layout that meets the District Plan road cross-sections can be considered to provide an appropriate level of service for pedestrians and cyclists.

i. The proposed site layout does not preclude the ability to give effect to the Outline Development Plan over the wider area.

j. Driveway separation distances are required at least 20m on the Local Roads within the subdivision and for 30m on roads higher in the hierarchy. The separation distance is measured from the property boundaries to the nearest part of the vehicle access (TRAN-DIAGRAM1) and the requirement for separation only arises where the driveway is on the same side as the minor road of the intersection. There are locations for each lot that met the expected separation distances, and lots that have driveways close to intersections will potentially not achieve the expected minimum sight distances, but the road geometry means that traffic speeds can be reduced, and accordingly that lower sight distances will not give rise to adverse road safety effects. it appears that the approach to be taken by the applicant is to not form the driveways at the outset but to rely on the future owners to seek resource consents if any District Plan rules are to be breached. This approach carries a risk that the owners will not appreciate the need for seeking resource consent and may commence building and have to apply for a retrospective consent. Therefore, it is recommended that Consent Notices should be put in place for those lots where there are non-complying locations, to ensure that driveways are not inadvertently positioned in those locations without a resource consent being sought and granted.

k. The separation of the intersections is appropriate for the prevailing speed limits.

l. The ITA adopts 8 vehicle movements per day per lot, with 0.9 vehicle movements per lot in the peak hours. These rates are considered appropriate for the nature and scale of the external traffic generation of the site, but in practice, even if they were to be slightly higher, it is considered that this would not materially change the outcomes.

m. The 197 vehicles on Telegraph Road noted in the ITA (paragraph 72) equates to an average of 3 or 4 vehicle movements every minute at the busiest times, so with 1 or 2 vehicles exiting the development

site in the same period, the potential for vehicles to meet at any intersection is extremely limited. It is therefore agreed that the traffic generation of the proposal will not have adverse effects on the efficiency of Telegraph Road.

n. Mr Carr raised a concern about vehicle access to Lots 347-353 and 356 – 361 off an arterial road. He notes that the present roading environment precludes direct access as a permitted activity and these lots could be landlocked if consent is not granted to allow them to form vehicle crossings to an arterial road with a speed limit of 60km/h or more. He considered that the most pragmatic approach would be for the applicant to seek resource consents for the driveways onto Telegraph Road under its current speed regime.

o. TRAN-REQ16 also requires that vehicles should not reverse off a site and onto an Arterial Road. In respect of TRAN-REQ16 for example, it would be possible to design the lot with a turning area so that vehicles only enter Telegraph Road in a forward direction.

p. Mr Carr considered that the following matters have not been completely address within the application:

- Not specifying vehicle crossing locations and leaving this to the future owners is reasonable common, but this runs the risk that the future owner will locate their vehicle crossing in a non-compliant position.
- Proposing legal road widths that are wide than permitted poses a risk that Council may not accept the greater widths, but he does not consider this an impediment to consenting the subdivision.
- Timing of the improvements to Telegraph Road appear uncertain.
- Certain lots, those which have frontage onto Telegraph Road cannot create a vehicle crossing as a permitted activity and even if consent is granted under TRAN-RE4 a vehicle could not reverse onto an arterial road.

q. Mr Carr made the following recommendation:

- That Consent Notices are imposed on those lots where there are vehicle crossing locations that would not comply with the provisions of the Partially Operative Plan.
- That a condition of consent be included that works for the improvements to Telegraph Road must have been commenced prior to the occupation of any of the residential properties.
- That either the issues of gaining access from Lots 347 to 353, and 356 to 361 onto Telegraph Road need to be somehow communicated to the prospective purchasers and the Council needs to be satisfied that it can grant consent to form lots when access is not a Permitted activity, or (more pragmatically) consent for these lots should be sought at the current time when the effects can be considered.

124. Mr Helem Pullar, Consultant Development Engineer on behalf of Selwyn District Council has reviewed the Integrated Transport Assessment (ITA) and Mr Carr's review of the ITA and notes that he does not have any significant transportation concerns relating to the wider (25m) carriageway width. She generally agrees with the imposing consent notice on the lots where the vehicle crossing distance from an intersection will not comply.

125. Ms Pullar further notes that there has been some discussion over 60 vs 50km/hr speed limits and ability to access onto Telegraph Road and that there are a lot of arterial roads where access has been onto an arterial where this is within a township and the speed is still 60km/hr. Generally, the speed zones are revised, and this site is now on the Safety Engineer's radar for future consultation to adjust. It may be that the lack of direct accesses on the other side of the road could impact on the proposal and timing to extend the 50km/hr down the road.

126. Considering Mr Carr and Ms Pullar's recommendations I've considered it appropriate to include the residential lots proposed along Telegraph Road that will only have access of Telegraph Road in the land use consent to ensure that every site will have access to a road formed and maintained by Council. As rule TRAN-R6/TRAN-

REQ16 requires that 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 an arterial road I consider that future owners of the lots having access to Telegraph Road should be aware of this rule before designing a residential unit and recommend the following LIM note on the property file of each of Lots 347 to 353, and 356 to 361:

"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 Telegraph Road."

127. Based on the above, Mr Krishan Ambawatte, Senior Development Engineer, Selwyn District Council recommended special conditions to address Mr Carr's recommendation as well as standard transport conditions to mitigate and adverse access and transport effect. These were accepted by the applicant, therefore I consider any potential adverse effects to be less than minor,

Earthworks Effects

128. The Infrastructure Design Report provided with the application states that the earthworks will be restricted to the formation of carriageways, the installation of services, cut and fill earthworks (to ensure the lots are above the 200-year ARI flood depth), site contouring and to provide an even development platform. All topsoil will be retained and replaced on the land immediately following bulk earthworks and all bulk filling will be compacted in accordance with NZS 4431.1989.

129. Earthworks have the potential to create adverse effects in terms of visual amenity, dust nuisance, sedimentation, effects on the road network and may change the drainage patterns of surface drainage.

130. The maximum earthworks volume as a result of this proposal exceeds 1000m^2 as required in rule EW-R5A.1. However, the proposed earthworks are directly associated with the development of land for subdivision and comply with all the relevant rule requirements under Rule EW-R5A.

131. An Environmental Management Plan (EMP), providing the earthworks staging, methodology, extent, description and schedule of works has been included with the application. This EMP also details the necessary measures required to mitigate environmental issues associated with earthworks activities, thereby minimising or preventing undue erosion and the risk of sediment laden stormwater discharges entering any drain or waterbody, protection of the surrounding environment from dust emissions and mitigating any other environmental issues that may arise during the construction works.

132. Council's Development Engineers have reviewed the application and the Environmental Management Plan and has recommended standard conditions to manage the proposed earthworks.

133. The applicant has accepted these conditions and as such the adverse effects of the proposed earthworks will be less than minor.

Cultural Effects

134. Subdivision and land use activities have the potential to compromise cultural values. The site is not subject to any mapped cultural values, archaeological sites, statutory acknowledgements of heritage items. To determine the effects on cultural values, Mahaanui Kurataiao Ltd on behalf of Te Ngāi Tūāhuriri and Te Taumutu Rūnanga sought to comment on this application and the application was subsequently provided to them.

135. Mahaanui Kurataiao Ltd reviewed the application and has undertaken an assessment of the application against the Mahaanui Iwi Management Plan and recommended the following consent conditions:

    a. An Accidental Discovery Protocol (ADP) must be in place during all earthworks required to exercise this consent 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).

    b. An Erosion and Sediment Control Plan for any earthworks required to give effect to this consent must be prepared, implemented, inspected, and maintained in accordance with Environment Canterbury's Erosion and Sediment Control Toolbox for Canterbury until such time the site is stabilised.

(i) Erosion and sediment control measures must effectively minimise sediment in stormwater discharged during the construction phase.

(ii) If the erosion and sediment controls prove to be inadequate, works must cease until appropriate and effective measures are in place.

c. Indigenous planting is required to enhance the cultural landscape, increase indigenous habitat, filter sediment and sequester carbon.

136. It will be difficult to enforce recommended condition "c", based on the lack of clarity around precisely what is required to comply, and I consider it appropriate to include this as an advice note in the consent conditions. As the applicant has accepted these recommended conditions and Mahaanui's recommended advice notes will be included in the final decision, I consider that any adverse effects on cultural values will be less than minor.

Positive Effects

137. Positive effects are not relevant to the consideration of notification and will be considered as part of the s 104 assessment later in this report.

Conclusion

138. Any adverse effects are considered to be less than minor, in terms of adjacent persons and the wider environment.

Public Notification (Section 95A)

139. Section 95A states that a consent authority must follow the steps in the order given to determine whether to publicly notify an application for resource consent.

STEP 1: MANDATORY PUBLIC NOTIFICATION IN CERTAIN CIRCUMSTANCES (SECTIONS 95A(2) AND 95A(3))	
Has the applicant requested the application is publicly notified?	No
Is public notification required under section 95C (no response or refusal to provide information or agree to the commissioning of a report under section 92)?	No
Has the application has been made jointly with an application to exchange recreation reserve land under section 15AA of the Reserves Act 1977?	No

STEP 2: PUBLIC NOTIFICATION PRECLUDED IN CERTAIN CIRCUMSTANCES (SECTIONS 95A(4) AND 95A(5))	
Are all activities in the application subject to one or more rules or national environmental standards that preclude public notification?	No
Is the application for one or more of the following, but no other types of activities: A controlled activity? A boundary activity only (as per the definition of "boundary activity" in s 87AAB of the Act)?	No

STEP 3: PUBLIC NOTIFICATION REQUIRED IN CERTAIN CIRCUMSTANCES (SECTIONS 95A(7) AND 95A(8))	
Is the activity subject to a rule or national environmental standard that requires public notification?	No
Will the activity have, or is it likely to have, adverse effects on the environment that are more than minor?	No

STEP 4: PUBLIC NOTIFICATION IN SPECIAL CIRCUMSTANCES (SECTION 95A(9))	
Do special circumstances exist in relation to the application that warrant public notification?	No

Conclusion

140. In conclusion, in accordance with the provisions of section 95A, the application must not be publicly notified and a determination on limited notification must be made, as follows.

Limited Notification (Section 95B)

141. Section 95B states that a consent authority must follow the steps in the order given to determine whether to give limited notification of an application for resource consent, if it is not publicly notified under section 95A.

STEP 1: CERTAIN AFFECTED GROUPS AND AFFECTED PERSONS MUST BE NOTIFIED (SECTIONS 95B(1)-(4))	
Are there any affected protected customary rights groups, as defined in s 95F?	No
Are there any affected customary marine title groups, as defined in s 95G (in the case of an application for a resource consent for an accommodated activity (as defined in the Act))?	No
Is the proposed activity on or adjacent to, or may it affect, land that is the subject of a statutory acknowledgement made in accordance with an Act specified in Schedule 11; and is the person to whom that statutory acknowledgement is made an affected person under s 95E?	No

STEP 2: LIMITED NOTIFICATION PRECLUDED IN CERTAIN CIRCUMSTANCES (SECTIONS 95B(5) AND 95B(6))	
Are all activities in the application subject to one or more rules or national environmental standards that preclude limited notification?	No
Is the application for a controlled activity under the district plan only and not a subdivision of land?	No

STEP 3: CERTAIN OTHER AFFECTED PERSONS MUST BE NOTIFIED (SECTIONS 95B(7)-(9))	
In the case of a “boundary activity”, is an owner of an allotment with an infringed boundary an affected person?	N/A
For any other activity, are there any affected persons in accordance with section 95E of the Act (as assessed in the Assessment of Adverse Environmental Effects above)?	No

STEP 4: LIMITED NOTIFICATION IN SPECIAL CIRCUMSTANCES	
Do any special circumstances exist in relation to the application that warrant notification to any other persons not already determined to be eligible for limited notification (excludes persons assessed under section 95E as not being affected)?	No

Conclusion

142. In conclusion, in accordance with the provisions of section 95B, the application must not be limited notified.

Notification Recommendation

143. I recommend that the applications RC255382, RC255383 be processed on a **non-notified** basis in accordance with sections 95A-E of the Resource Management Act 1991.

Report by: Narda Botha Resource Management Planner	Date: 25 November 2025

Notification Decision

144. For the reasons set out in the report above, the Notification Recommendation is adopted under delegated authority.

 **Richard Bigsby, Team Leader Resource Consents**	**Date: 28 November 2025**

Section 104 Assessment

145. Section 104 of the Act sets out the matters the Council must have regard to when considering an application for resource consent.

146. Section 104(1), in particular, states as follows:

> ***104 Consideration of applications***
>
> *(1) When considering an application for a resource consent and any submissions received, the consent authority must, subject to Part 2 and section 77M [Effect of incorporation of MDRS in district plan], have regard to–*
>
> *(a) any actual and potential effects on the environment of allowing the activity; and*
>
> *(ab) any measure proposed or agreed to by the applicant for the purpose of ensuring positive effects on the environment to offset or compensate for any adverse effects on the environment that will or may result from allowing the activity; and*
>
> *(b) any relevant provisions of—*
>
> *(i) a national environmental standard:*
>
> *(ii) other regulations:*
>
> *(iii) a national policy statement:*
>
> *(iv) a New Zealand coastal policy statement:*
>
> *(v) a regional policy statement or proposed regional policy statement:*
>
> *(vi) a plan or proposed plan; and*
>
> *(c) any other matter the consent authority considers relevant and reasonably necessary to determine the application.*
>
> *…*

147. Section 104(2) states that a consent authority may disregard an adverse effect of the activity on the environment if a national environmental standard or the plan, i.e. the operative plan, permits an activity with that effect.

148. Section 104B applies to discretionary and non-complying activities. It allows that the consent authority may grant or refuse the application, and, if granted, it may impose conditions under s 108.

Section 104(1)(a) - Effects on the Environment

149. An assessment of the adverse environmental effects of the proposal was completed above as part of the notification section of this report. That assessment is equally applicable to section 104 and is applied as such. Again, it is noted that the permitted baseline is relevant (section 104(2)), and regard must not be had to any person who has given written approval (section 104(3)(ii)).

150. The applicant has reviewed and accepted the conditions of consent.

151. It is also appropriate to consider the positive effects of the proposal at this section 104 stage. The proposal will increase the residential housing stock in Darfield on land identified by Council as appropriate for residential development.

152. As concluded in my notification assessment, I consider that the adverse effects on the environment resulting from the proposal will be less than minor.

Section 106 - Natural Hazards and Access

153. Section 106 of the Act states as follows:

> ***106 Consent authority may refuse subdivision consent in certain circumstances***
>
> *(1) A consent authority may refuse to grant a subdivision consent, or may grant a subdivision consent subject to conditions, if it considers that—*

(a) there is a significant risk from natural hazards; or

(b) [Repealed]

(c) sufficient provision has not been made for legal and physical access to each allotment to be created by the subdivision.

(1A) For the purpose of subsection (1)(a), an assessment of the risk from natural hazards requires a combined assessment of—

(a) the likelihood of natural hazards occurring (whether individually or in combination); and

(b) the material damage to land in respect of which the consent is sought, other land, or structures that would result from natural hazards; and

(c) any likely subsequent use of the land in respect of which the consent is sought that would accelerate, worsen, or result in material damage of the kind referred to in paragraph (b).

(2) Conditions under subsection (1) must be—

(a) for the purposes of avoiding, remedying, or mitigating the effects referred to in subsection (1); and

(b) of a type that could be imposed under section 108.

154. The applicant has demonstrated how stormwater and overland flows will be accommodated within the site. As discussed earlier, modelled flood and assessed geotechnical risk is low, and a Flood Assessment Certificate will confirm the minimum finished floor levels for residential units. I therefore consider that natural hazard risk is addressed such that consent may be granted under Section 106.

155. All lots, including the rear lots (Lots 50-51) and the proposed balance lot (Lot 1000) will have legal access to roads to vest in Selwyn District Council.

Section 106A – Natural Hazards

156. Section 106A of the Act states as follows:

106A Consent authority may refuse land use consent in certain circumstances

(1) A consent authority may refuse to grant a land use consent, or may grant the consent subject to conditions, if it considers that there is a significant risk from natural hazards.

(2) *For the purpose of subsection (1), an assessment of the risk from natural hazards requires a combined assessment of all of the following taken together*:

(a) the likelihood of natural hazards occurring (whether individually or in combination); and

(b) the material damage to land in respect of which the consent is sought, other land, or structures that would result from natural hazards; and

(c) whether the proposed use of the land would accelerate, worsen, or result in material damage of the kind referred to in paragraph (b):

(d) *whether the proposed use of the land would result in adverse effects on the health or safety of people*.

(3) Conditions under subsection (1) must be—

(a) for the purposes of avoiding, remedying, or mitigating the effects referred to in subsection (1); and

(b) of a type that could be imposed under section 108.

(4) This section does not apply to land use consents if the use of the land for which the consent is sought is—

(a) construction, upgrade, maintenance, or operation of infrastructure; or

(b) *primary production activities, as described in the national planning standards*.

157. The risk of Natural Hazards and how these will be mitigate have been discussed in the pervious section of the report and it is considered that there is no significant risk of natural hazards.

Section 104(1)(b) – Relevant Provisions of Statutory Documents

District Plans (section 104(1)(b)(vi))

Operative Plan – Objectives and Policies

158. The proposal is a permitted activity under the Operative Plan; therefore I consider it to be entirely consistent with that Plan.

Partially Operative Plan – Objectives and Policies

159. The Partially Operative Plan objectives and policies that I consider relevant relate to strategic directions, subdivision, natural hazards, transportation and the General Residential Zone.

160. The overarching direction for the District is expressed through Strategic Directions. All objectives and policies set out in the Plan give effect to and are consistent with the Strategic Directions. The Strategic Directions relate to the district's identity, infrastructure, risk and resilience, Mana Whenua values, and urban form and development. It is considered that the proposal is consistent with the overall direction of the Plan.

161. The subdivision chapter objectives seek an efficient use of land and compatibility with planned urban form (SUB-O1), that the sites have the services and characteristics for their intended use (SUB-O2), and that site areas align with the development outcomes of the relevant zone (SUB-O3). The new allotments will be provided with the necessary services and facilities as part of the subdivision works to enable development (SUB-P3). Each allotment will have acceptable legal access. A variety of site sizes are provided (SUB-P4). SUB-P5 seeks to ensure subdivision achieves the outcomes of a relevant Outline Development Plan where applicable. As assessed in this report, the proposed development is in accordance with DEV-DA4.

162. With regard to natural hazards, the Plan seeks to avoid subdivision and development in areas where the risk from natural hazards to people, property, and infrastructure has been assessed unacceptable and where in all other areas, is undertaken in a manner that ensures risks are appropriately mitigated (NH-O1). The applicant has demonstrated the low flood risk on site. Conditions will also be imposed on this consent requiring a report to be provided to Council at time of Engineering Approval demonstrating that finished ground level for each residential site will achieve a FFL that has a minimum 300mm freeboard above the 200-year ARI level (NH-P10). The site is relatively flat and is not located within a liquefaction risk area (NH-P13). A Geotechnical Assessment was provided which concluded that the site is suitable for residential development. It is considered the proposed subdivision and development will not exacerbate the effects of natural hazards (NH-P1).

163. The purpose of the transport chapter is to manage the district's land transport corridors and infrastructure works and activities to ensure an integrated, safe, and sustainable land-based transport system. TRAN-O1 requires that people and places are connected through safe, efficient, and effective land transport corridors and land transport infrastructure for all transport modes, which are well integrated with land use activities and subdivision development, and reduce dependency on private motor vehicles. TRAN-P2 seeks to maintain the safety and efficiency of the District's land transport network and systems by managing the levels of service, formation standards and the types of land transport corridors and land transport infrastructure, including through the network road classifications and compliance with the design and operational standards; providing land transport infrastructure that is consistent with the form, function, and character of each zone and recognising cross-boundary connections with adjoining districts.

164. TRAN-P11 focuses on managing vehicle access and vehicle crossings to maintain the safety and efficiency of the transport corridors and infrastructure. TRAN-P7 specifically seeks to manage subdivision development to ensure the safe and efficient movement of people and goods. As discussed in my preceding assessment of effects, the proposal transport infrastructure aligns with the intended residential use and has been designed to support future growth to the north, west and south of the site. The applicant has accepted the consent conditions recommended to ensure the safe and efficient movement of people and goods.

165. TRAN-P5 and TRAN-P6 seek to promote a range of transport options to reduce the dependence on private motor vehicles. Footpaths will be provided along the roads.

166. The purpose of Residential Zones is to provide areas that meet the residential needs of the community and that are safe, convenient, pleasant, and healthy living environments (RESZ-O1). Specifically, the General Residential Zone seeks to provide for a range of housing typologies whilst providing quality, urban residential amenity (GRZ-O1). The proposal will provide a variety of lot sizes, allowing opportunities for a range of housing typologies within the wider subdivision site.

167. Overall, I consider the proposal to be generally in keeping with the Partially Operative Plan

Other Relevant Documents (section 104(1)(b)(i)-(v))

Canterbury Regional Policy Statement (CRPS)

168. The District Plans give effect to the relevant higher order documents, including the CRPS. Therefore, I consider there is no need to assess these provisions.

National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES-CS)

169. The NES-CS was discussed earlier in this report, with my conclusion being that the NES-CS does not apply.

Section 104(1)(c) – Other Matters

170. No further matters are considered relevant to assessing this application.

Section 104(3)(d) – Notification consideration

171. Section 104(3)(d) states that a consent authority must not grant a resource consent if the application should have been notified and was not. This consideration under s 104 does not raise any issues that would lead me to the conclusion that the application should have been notified. Therefore, it is my view that section 104(3)(d) does not preclude the granting of consent in this case.

Part 2 – Purpose and principles

172. The consideration under section 104 is subject to Part 2 of the Act – Purpose and principles.

173. The purpose of the Act is contained within section 5 and it is to promote the sustainable management of natural and physical resources. Sustainable management means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while: sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and avoiding, remedying, or mitigating any adverse effects of activities on the environment.

174. The other sections of Part 2, sections 6, 7 and 8, address matters of national importance, other matters and Te Tiriti o Waitangi (the Treaty of Waitangi) respectively.

175. The relevant District Plans have been prepared having regard to Part 2, with a coherent set of policies designed to achieve clear environmental outcomes; therefore, taking into account relevant case law, I consider that assessment under Part 2 is unlikely to be necessary. For the sake of completeness, however, Part 2 is briefly assessed below.

176. In addition to section 5, I note that the following clauses of Part 2 would be particularly relevant:

> ***6 Matters of national importance***
>
> *In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall recognise and provide for the following matters of national importance:*
>
> *(h) the management of significant risks from natural hazards.*
>
> ***7 Other matters***

In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall have particular regard to—

(b) the efficient use and development of natural and physical resources:

(c) the maintenance and enhancement of amenity values:

(f) maintenance and enhancement of the quality of the environment:

177. Based on my assessment of the proposal in this report, I conclude that the proposal will be consistent with Part 2 of the Act, as the proposal will manage the use of the site in a way that enables people to provide for their well-being and uses the land in an efficient manner.

Conclusions

178. The application is for the following consents:

a. RC255382 to undertake a staged subdivision to create 101 residential allotments, within the Plains Flood Management Overlay.

b. RC255283 to undertake earthworks related to RC255382 and to create non-compliant new land transport corridors, to establish intersections within the minimum distances between intersections and to form vehicle crossings on an arterial road.

179. The overall l status of the application is discretionary.

180. There are no affected parties, and the proposal is consistent with the objectives and policies of the Operative and Partially Operative district Plans.

181. Pursuant to Section 106 of the RMA, the subdivision provides sufficient legal access, and natural hazards will not be exacerbated as a result of the construction works or once the construction works have ceased and the subdivision is in effect.

182. Having considered all relevant matters, I conclude that the application may be granted, subject to conditions of consent.

Recommendation

183. I recommend that subdivision consent RC255382 and land use consent RC255383 are granted, pursuant to sections 104, 104B, 106, 106A of the Resource Management Act 1991, subject to the conditions of consent below pursuant to sections 108, 108AA and 220 of the Act.

Report by: Narda Botha Resource Management Planner	Date: 25 November 2025

Decision

For the reasons set out in the report above, the Recommendation is adopted under delegated authority.

 **Richard Bigsby, Team Leader Resource Consents**	**Date: 28 November 2025**

Conditions of Consent

RC255382 Subdivision Consent Conditions

1. The subdivision shall proceed in general accordance with the information formally received with the application on 20 May 2025 and the further information provided on 24 July 2025, 28 August 2025, 16 September 2025, 22 September 2025, 14 October 2025, 31 October 2025, 6 November 2025 and 13 November 2025 and the attached stamped Approved Plans entitled Proposed Subdivision of Lot 1 DP 616063 RT 1232529, REV H and dated 20/11/2025, Proposed Overall Roading Layout Plan, Revision C and dated 6/11/2025, Proposed Contours and Earthworks Design Plans, Revision A and dated 23/7/2025, Services Overview Plan, Revision A and dated 23/7/2025, Appendix 1 and Appendix 2 except where another condition of this consent must be complied with.

2. The following conditions of consent must be met prior to the issue of a section 224(c) Completion Certificate at the expense of the consent holder.

3. All required easements must be created and granted or reserved, including any in favour of Selwyn District Council for access purposes.

Flooding Assessment

4. A report and certificate from a Suitably Qualified Expert shall be included in the Engineering Approval application that demonstrates the finished ground level for each residential site created will achieve a finished floor level that has a minimum of 300mm freeboard above the 200 year Average Recurrence Interval (ARI) level for a foundation that is constructed in accordance with the Building Act Acceptable Solutions guidelines.

5. Prior to the issue of a certificate pursuant to section 224(c) of the Resource Management Act 1991, the consent holder shall apply for and be issued with a Global Flood Assessment Certificate from Selwyn District Council for the subdivision or subdivision stage, except where a Flood Assessment Certificate has already been obtained for any allotments that are subject to an approved building consent or land use consent.

General Consent Notices

6. The following consent notices pursuant to s 221 of the RMA, 1991 to be complied with on an ongoing basis, must be registered on the Record of Title to issue for Lot 313:

   "Any future subdivision of this site shall achieve an average net site area not less than 650m^2 across Stages 2A, 2B and 2C of subdivision consent RC255382."

7. The following consent notices pursuant to Section 221, to be complied with on an ongoing basis, must be registered on the Record of Title to issue for infrastructure site(s), which states the following:

   "Any infrastructure site must be used as an infrastructure site only and shall not be used for calculating future boundary adjustments or subdivision."

   The above consent notices shall be prepared and registered by Council's solicitor at the request and expense of the consent holder.

Geotechnical Requirements

ADVICE NOTE: A TC1 land classification for the site is considered appropriate. Site-specific geotechnical investigations and reporting will be required to inform foundation design parameters once the nature, location, and layout of future buildings have been confirmed.

General Engineering Requirements

General requirement

8. All works on existing infrastructure and/or any Council vested assets must comply with the Engineering Code of Practice, comply with all conditions set out in the Acceptance letter, and be completed in accordance with the detailed design plans accepted by Council.

Commencement of physical works

9. Works on Council infrastructure or vested assets must not commence until Engineering Acceptance has been confirmed in writing. Any subsequent amendments to the plans and specifications must be submitted to the Development Engineering Manager for acceptance.

10. On-site construction must commence within 12 months of the issue of Engineering Acceptance. If construction on site does not commence within 12 months of the issue of Engineering Acceptance letters, the Consent Holder must re-submit plans for Engineering Acceptance prior to works commencing.

Review and acceptance process

11. Plans and specifications for all works required by this consent must be submitted to the Council via Development.Engineer@selwyn.govt.nz at least 20 working days prior to the commencement of related work and once accepted, will thereafter form part of the Approved Consent Document. This process applies to all documentation submitted (inclusive of landscaping) to the Council for engineering acceptance.

12. The Development Engineering Manager (or their nominee) will either accept, or refuse to accept, the documentation within 20 working days of receipt. Should the Development Engineering Manager (or their nominee) refuse to accept the documentation, they will provide a letter outlining why acceptance is refused.

13. Should the Development Engineering Manager (or their nominee) refuse to accept the documentation, the consent holder must submit a revised documents for acceptance. The acceptance process must follow the same procedure and requirements as outlined in condition 12.

Commencement of physical works

14. The consent holder or consent holder's agent must provide written notification to Council of intention to commence physical works at least 10 working days prior to commencement of works.

    ADVICE NOTE: Notification should be provided to the Development Engineering Team, attention Development Engineer via email (development.engineer@selwyn.govt.nz).

    The consent holder or consent holder's agent may need to discuss the following with Council's Development Engineer:

    - *Suitable time for pre-start meeting to meet with contractor on site and discuss Council construction requirements.*
    - *Any infrastructure requirements associated with the development.*
    - *Council approvals necessary for future connections.*

Council vested assets in private land

15. The easement in gross for Council vested assets in private land must be duly granted (or reserved) in accordance with the stamped plans that form part of this consent.

16. As-built plans for the services covered by the easement(s) must be provided to the Council at Section 223 Certification Stage.

Maintenance Bonds (In accordance with the Council's Bonding Policy of Subdivision Works and Large Projects as at the date of issue of this consent)

17. The Consent Holder must enter into a bond and be responsible for the maintenance of all subdivision and associated works vested in the Council in relation to the Consent at the issuance of the section 224(c) certificate and continue until the Council tests and accepts the quality of the bonded infrastructure and the agreed or stipulated maintenance period taking into account any needed repairs, replacement or rectification required for a period of:

    12 months for the following assets:

    - Roading Infrastructure
    - Water Reticulation
    - Stormwater Reticulation
    - Wastewater Reticulation

    24 months for the following assets:

    - Stormwater Treatment and Discharge Systems
    - Landscaping

    ADVICE NOTE: Maintenance bonds will be valued at 5% of the total value of works (plus GST).

    The consent holder must provide costings and estimates for the total value of works from an independent quantity surveyor, acceptable to Council, at the resource consent holder's expense.

    The Council may re-evaluate the value and duration of the maintenance bond for the following reasons:

    (a) Inflation;

    (b) Delays in works being completed; or

    (c) Repairs, rectification and or replacement is required

    (d) Price escalations.

S224 document requirement

18. Prior to the issuing of s224(c) certificate the consent holder must provide accurate 'as built' plans of all works on vested and Council owned assets and/or vesting assets undertaken as part of this consent, including the following:

    - Roading Infrastructure
    - Vehicle Crossings
    - Water Infrastructure
    - Wastewater Infrastructure

- Stormwater Reticulation
- Stormwater Treatment and Discharge Systems
- Landscaping Assets

Any costs involved in provision and transfer of this data to Council's systems must be borne by the consent holder.

19. Prior to the issuing of s224(c) certificate the consent holder must provide a comprehensive electronic schedule of any assets to be vested in the Council, including the following:

    - Roading Infrastructure
    - Vehicle Crossings
    - Water Infrastructure
    - Wastewater Infrastructure
    - Stormwater Reticulation
    - Stormwater Treatment and Discharge Systems
    - Landscaping Assets

    ADVICE NOTE: The vested assets schedule must cover all vested asset types and include but not be limited to installed material unit costs, type, diameter, class, quantity and include summary details.

20. Prior to the issuing of section 224(c) certificate the consent holder must provide Asset Management Information System (AMIS) schedules for all vested infrastructure installed as part of this consent, including the following:

    - Roading Infrastructure
    - Vehicle Crossings
    - Water Infrastructure
    - Wastewater Infrastructure
    - Stormwater Reticulation
    - Stormwater Treatment and Discharge Systems
    - Landscaping Assets

    Any costs involved in provision and transfer of this data to Council's systems will be borne by the consent holder.

    ADVICE NOTE: The AMIS schedule submitted for works occurring within the road reserve will also include any specific planting constructed as part of works required for the completion of this consent.

21. Prior to the issuing of section 224(c) certificate the consent holder must provide Road Asset and Maintenance Management (RAMM) schedules for all vested infrastructure installed as part of this consent, including the following:

    - Roading Infrastructure
    - Vehicle Crossings
    - Water Infrastructure
    - Wastewater Infrastructure
    - Stormwater Reticulation
    - Stormwater Treatment and Discharge Systems
    - Landscaping Assets

    Any costs involved in provision and transfer of this data to Council's systems will be borne by the consent holder.

    ADVICE NOTE: The AMIS schedule submitted for works occurring within the road reserve will also include any specific planting constructed as part of works required for the completion of this consent.

Peer Review

ADVICE NOTE: Council may have designs that show vested assets peer reviewed at the consent holder's cost. Applicants will be informed whether this is required upon review of designs submitted for Engineering Acceptance.

Engineering Acceptance

Suitably qualified designer

22. An Engineer's Design Certificate for all civil designs from the principal civil designer who is a chartered engineering professional with suitable experience must be submitted to Council (development.engineer@selwyn.govt.nz) as part of Engineering acceptance.

Contractor Produced Statements

23. A Contractors Completion Certificate from the principal civil contractor must be supplied to Council (development.engineer@selwyn.govt.nz) certifying that all vested assets have been installed in accordance with the approved engineering plans and specifications prior to the issuing of S224(c) certificate.

    ADVICE NOTE: If multiple civil contractors are used, instead of a principal contractor, to install vested assets each contractor will be required to supply producer statements for their contribution to the physical works.

Designer Producer Statements

24. An Engineer's Completion Certificate from the principal civil designer who is a chartered engineering professional must be supplied to Council (development.engineer@selwyn.govt.nz) certifying that all vested assets have been installed in accordance with the approved engineering plans and specifications prior to the issuing of S224(c) certificate.

Engineering Acceptance

ADVISE NOTE: Plans and supporting information accompanied in the design report required for Engineering Acceptance must include but not be limited to the following:

i. Water Reticulation

ii. Wastewater Reticulation

iii. Roading Network – new and alterations to existing and streetlighting.

iv. Stormwater, water races, and land drainage

v. Walking and cycling infrastructure provision and connection.

vi. Future Public Transport provision accessibility (in consultation with Environment Canterbury Regional Council)

Please note that pedestrian linkages through proposed reserves are considered to be part of the roading infrastructure and will require engineering acceptance prior to construction.

Engineering Acceptance – additional information

ADVISE NOTE: Copies of any consents required and granted in respect of this subdivision (ECan Consents and Waka Kotahi approval) must be supplied to the Development Engineer via development.engineer@selwyn.govt.nz

Landscaping Acceptance

Landscaping Acceptance

25. Landscaping plans and accompanying design report for all vested road corridors must be submitted to Council (development.engineer@selwyn.govt.nz) for acceptance. and, once accepted, will thereafter form part of the Approved Consent Document. The plans and design report are to provide sufficient detail to confirm compliance with the Engineering Code of Practice.

    Plans and supporting information accompanied in the design report required for Landscaping Acceptance must include but not be limited to the following:

    i. Plant selection

    ii. Soft landscaping features

    iii. Hard landscaping features

26. Landscaping plans must be supplied with the Engineering Acceptance application. If this requirement cannot be reasonably achieved, it is expected that the proposed landscaping plans will be supplied to Council overlaid on top of the accepted servicing plans.

Landscape and servicing plans

27. Landscaping must be located clear of all services and demonstrated on plan/s that that show proposed landscaping and all proposed services.

28. The proposed landscaping must be established in accordance with the accepted landscaping plans and design report.

29. The consent holder must maintain all landscaping assets to the standards specified in the Engineering Code of Practice for the **24-month** establishment period (defects liability) from the date of Council's practical completion acceptance until final inspection and acceptance of the landscaping by Council.

    ADVICE NOTE – Landscaping Acceptance:

On-site construction must commence within 12 months of the issue of Landscaping Acceptance. If works do not commence within 12 months of the issue or approval, the applicant must re-submit plans for Landscaping Acceptance prior to works commencing.

Roading

Roading Design Review and Acceptance

30. Engineering plans and details for all works associated with:

    - Alterations to the existing roading network
    - Extensions of the existing roading network
    - Provision of pedestrian access reserves
    - Provision of Streetlighting

    must be submitted to Council via the development.engineer@selwyn.govt.nz for acceptance at least 20 working days prior to the commencement of related work and once accepted, will thereafter form part of the approved consent document.

Construction of new roads

31. All roads must be constructed in accordance with the accepted engineering plans.

Vesting of new roads

32. On deposit of the survey plan all roads must be vested in the Selwyn District Council as road.

Corner Splays - Urban

33. The corner of Lot 1, 9, 55, 288-289, 303, 306, 314-316, 325, 328, 336-337, 345-346, 354- 355, 368, 374 at the road intersection must be splayed with a rounded minimum radius of 3 metres. The corners of future lots at proposed intersections are to meet the same requirement.

Road Frontage Upgrades

34. The road frontage of Telegraph Road must be upgraded.

    The road frontage upgrade will include road widening, kerb and channel, 2.5m wide shared use path, berms and landscaping and resurfacing to the road centreline as generally shown on the typical roading cross sections sheet Drawing 16126-DR-C-3203 Rev C.

35. The consent holder shall provide right turn bays on Telegraph Road at both intersections for southbound vehicles to enter the subdivision. This is to include additional sealed width on Telegraph Road opposite the intersections with the subdivision where required. The surfacing at the widened intersection is to be full width Asphalt concrete surfacing to cater for required vehicle turning movements.

36. The consent holder is to incorporate a safe pedestrian crossing point with a central pedestrian refuge into the road frontage upgrades on Telegraph Road at the northern boundary of the development to tie in with the footpath link on the opposite side of the road. The consent holder will be responsible for all associated works on both sides of the road and a central pedestrian reserve.

Street lighting – Township/Urban

37. Street lighting must be provided on all new roads and existing roads in accordance the Engineering Code of Practice and Engineering Acceptance.

38. Prior to the granting of Engineering Acceptance designs for all street lighting that will vest to Council will be submitted to the Development Engineering Manager (development.engineer@selwyn.govt.nz) for review and acceptance at least 20 working days prior to the commencement of related work.

Road Safety

39. All vested roading infrastructure must be constructed in accordance with a Safe System Audit that must be supplied at time of Engineering Acceptance. An audit must be undertaken by an independent assessor at the consent holder's expense, with the report provided to Council prior to Engineering Acceptance.

40. This detailed design Safe System Audit is to consider the outcomes and recommendations of the concept design Safe System Audit which is linked to this consent.

41. A central island refuge for pedestrians is to be provided on Road 11 in the vicinity of the proposed pre-school as indicated on Drawing 16126-DR-C-3001 Rev B.

Testing standards

42. All vested roading infrastructure must meet Council's testing standards as prescribed by the Engineering Code of Practice. Supporting documentation must be supplied to Council prior to the issuing of section 224(c) certificate.

Temporary cul-de-sac head

43. Temporary turning heads are generally required where roading links are not complete. Where these are formed invested land, a bond will be required for a value of full reinstatement to the agreed standard. Any alternative arrangements with neighbouring developers or property owners will require the acceptance of the Development Engineering Manager prior to the issuing of S224(c) certificate.

ADVICE NOTES:

- *Temporary turning heads to allow for rubbish trucks are to be provided at interfaces of other stages and adjacent developments as determined to be required at Engineering Acceptance or at completion of a construction stage.*
- *Assessment of the required maintenance bond will take the staging and completion of temporary turning heads into account.*

Road Signage

ADVICE NOTE: The consent holder must install street name signs displaying the Council approved street name and poles at each intersection in accordance with Policy R430 prior to the granting of section 224(c).

Street naming and property numbering

ADVICE NOTE: A minimum of three name options for each road, and street numbering plans must be submitted to Council in accordance with Council Policies N101 and N102 for acceptance prior to section 224(c) Approval.

Vehicle Crossings and Accessways

Testing standards

44. All vehicle crossings and formed accessways must meet Council's testing standards as prescribed by the Engineering Code of Practice. Supporting documentation must be supplied to Council prior to the issuing of section 224(c) certificate.

Vehicle crossings

45. A vehicle crossing to service Lots 50-52 must be formed and sealed for the full width and length of the vehicle crossing between the carriageway and the site boundary and the requirements of the Engineering Code of Practice. Construction must be completed prior to issuing of the section 224(c) – subdivision only.

Shared accessways

46. The vehicle accessway serving Lots 50-52 must be formed and sealed in accordance with TRAN-REQ7 (including TRAN-TABLE3 – Minimum Requirements for Accessways and TRAN-TABLE6A – Accessway Separation from Other Accessways) of the Partially Operative Selwyn District Plan and the requirements of the

Engineering Code of Practice. Construction must be completed prior to the issuing of section 224(c) – subdivision only.

Vehicle Crossing restrictions

47. The following consent notice pursuant to Section 221, to be complied with on an ongoing basis, must be registered on the Records of Title to issue for Lots 1, 346, 354, 355 and 315 and any additional lots identified at Engineering Acceptance or prior to the issuance of section 224 to identify restrictions on vehicle crossing positions, which states the following:

    - *Lot 1 is to locate its vehicle crossing on Road 1 at the most compliant location close to the boundary position of Lot 2.*
    - *Lot 346 is to locate its vehicle crossing on Road 1.*
    - *Lot 354 is to locate its vehicle crossing on Road 6.*
    - *Lot 355 is to locate its vehicle crossing on Road 6.*
    - *Lot 315 is to locate its vehicle crossing on Road 11.*

48. These consent notices shall be prepared and registered by Council's solicitor at the request and expense of the consent holder.

    ADVICE NOTE: Street names are to be updated in the final consent notices.

49. The following consent notice pursuant to Section 221, to be complied with on an ongoing basis, must be registered on the Records of Title to issue for Lot 368 and any additional lots identified at Engineering Acceptance or prior to the issuance of section 224 to identify restrictions on vehicle crossing positions, which states the following:

    "a. The vehicle crossing for Lot 368 is to be located to not clash with the pedestrian cutdown location

    b. Any lot where the location of future vehicle crossings could compromise the length of a recessed parking bay."

50. This consent notices shall be prepared and registered by Council's solicitor at the request and expense of the consent holder.

Vehicle crossings

ADVICE NOTE: Any new or upgraded vehicle crossing requires approval from Council's Infrastructure and Property Department prior to installation. Applications to install a new vehicle crossing or upgrade an existing one can be made online via the SDC website (Selwyn District Council - Application to Form a Vehicle Crossing (Entranceway)). For any questions regarding the process please contact the Roading Team via email at transportation@selwyn.govt.nz.

Vehicle Manoeuvring

ADVICE NOTE: The following LIM note must be added on the property file of each of Lots 347 to 353, and 356 to 361 to identify that on-site manoeuvring is required:

"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 Telegraph Road."

Water Supply

Design Review and Acceptance – Water Reticulation

51. Engineering plans and details for all works associated with the following proposed works that will vest to Council:

- Provision of Council maintained points of supply
- Extensions of the existing water supply
- Alterations to the existing water supply

52. To service each new lot must be submitted to Council via the development.engineer@selwyn.govt.nz for acceptance at least 20 working days prior to the commencement of related works and once accepted, will thereafter form part of the Approved Consent Document.

Council maintained Water Supply Points

53. The net area of each lot must be provided with an individual potable connection to the Council's water reticulation network in accordance with Engineering Code of Practice and the Engineering Acceptance letter.

Council maintained Water Supply Points – metered

54. All Water connections must be metered. Meters must be installed in the road reserve in accordance with Engineering Code of Practice and the accepted engineering plans. (Note that multi meter boxes may be utilised).

Design requirement – Firefighting urban

55. All Council vested water infrastructure must be designed in accordance with the New Zealand Fire Service Firefighting Water Supplies Code of Practice (SNZ PAS 4509:2008 and subsequent variations).

56. Urban hydrant coverage must be provided to ensure that all residential lots can be serviced by two hydrants, the first within 135m and then second within 270m. Hydrant water supply must be capable of providing 750 litres per minute of water flow.

57. Firefighting water supply may only be provided by means other than the above if the New Zealand Fire Service has endorsed the alternative method, and written evidence provided in support of Engineering Approval application.

Design requirement – Firefighting urban (Proposed Childcare Centre)

58. Water infrastructure sizing within private land and Firefighting requirements must be documented in a report submitted to council for acceptance of connection type and size at the time of building consent application.

Connection to Councils infrastructure

59. Connection into Council's reticulated water supply must either be carried out by Council's Five Waters maintenance contractor, or a suitably qualified water installer under the supervision of Council's five waters contractor. Costs incurred through supervision by CORDE must be met directly by the consent holder.

    ADVICE NOTE: For supervision purposes a minimum of 5 working days' notice is required. Please note a connection fee being the actual cost quoted by Council's Five Waters maintenance contractor will apply.

    ADVICE NOTE: Applications for new water connections can be made online via SDC's website(Selwyn District Council - New Water Connection approval form). *Applications should be made at least 8 working days prior to commencement of work (allow a minimum of 10 working days for watermain shutdowns).*

Commercial water connection requirements

60. Backflow prevention must be supplied in accordance with Council's backflow policy W213 and must be installed as part of the building consent or associated building establishment works, and at the expense of the landowner/occupier.

61. The following consent notice pursuant to Section 221, to be complied with on an ongoing basis, must be registered on the Records of Title to issue for Lot 313 prior to the issuance of section 224 to ensure ongoing compliance with this condition:

"Backflow prevention must be supplied in accordance with Council's backflow policy W213 and must be installed as part of the building consent or associated building establishment works, and at the expense of the landowner/occupier."

62. This consent notice shall be prepared and registered by Council's solicitor at the request and expense of the consent holder.

Testing standards

63. All vested water reticulation must meet Council's testing and hygiene standards as prescribed by the Engineering Code of Practice. Supporting documentation confirming compliance must be supplied to Council prior to the issuing of s224(c) certificate.

    ADVICE NOTE: Refer to WSP 005 for Council's water chlorination, hygiene, and water installer qualification requirements for water reticulation connection requirements.

Water Supply Bylaw Requirement

ADVICE NOTE: Council Policy only permits one water connection per valuation number/property.

Private irrigation

ADVICE NOTE:

- *No irrigation is permitted from the Council Water Supply.*
- *Irrigation exceeding domestic equivalent flows and quantities is not permitted from the Council's Water Supply in accordance with Council Policy W216.*

Design Requirement – Future development

ADVICE NOTE: If the site is to be subdivided in the future the infrastructure requirements of the Engineering code of practice and zoning requirements will apply.

Water supply

ADVICE NOTE: The Consent Holder shall submit a water supply modelling report to demonstrate that the minimum level of service will be met as part of the engineering plan approval.

Wastewater Supply

Design Review and Acceptance – Wastewater Reticulation

64. Engineering plans and details for all works associated with the following proposed works that will vest to Council:

    - Provision of Council maintained points of supply
    - Extensions of the existing wastewater supply
    - Alterations to the existing wastewater supply

65. To service each new lot, plans must be submitted to Council via the development.engineer@selwyn.govt.nz for acceptance at least 20 working days prior to the commencement of related works and once accepted, will thereafter form part of the Approved Consent Document.

Council maintained Wastewater supply

66. Each lot must be provided with an individual wastewater connection to Council's wastewater reticulation infrastructure that is laid to the boundary and can service the net area of that lot in accordance with the Engineering Code of Practice and the accepted engineering plans.

Gravity Wastewater laterals

67. All gravity wastewater laterals must be installed ensuring grade and capacity are provided for and in accordance with Council's Engineering Code of Practice, giving regard to maximum upstream development density.

Standard testing

68. All vested wastewater reticulation must meet Council's pressure testing and CCTV inspection standards as prescribed by the Engineering Code of Practice. Supporting documentation must be supplied to Council prior to the issuing of s224(c) certificate.

Connecting to Council infrastructure

69. Connection to the Council sewer must be arranged by the consent holder at the consent holder's expense. The work must be done by a registered drainlayer.

Stormwater

Design Review and Acceptance – Stormwater reticulation and management areas

70. Engineering plans and supporting design information for all works associated with the installation of stormwater infrastructure to service the development site must be submitted to Council via the development.engineer@selwyn.govt.nz for acceptance at least 20 working days prior to the commencement of related works and once accepted, will thereafter form part of the Approved Consent Document.

Vested infrastructure

71. The Consent Holder must install stormwater reticulation treatment and disposal systems to service the subdivision in accordance with the accepted engineering plans and the requirements of the associated discharge consent.

Design Requirement – Discharge to ground

72. Where the collection and disposal of roof/surface water is to ground, the suitability of the natural ground to receive and dispose of the water without causing damage or nuisance to neighbouring properties, must be determined by a suitably qualified person/engineer and evidence of results must be provided at engineering acceptance.

Design Requirement – Hydraulic Neutrality

73. Post development stormwater discharges must not exceed pre-development stormwater discharges for all critical duration design storm events up to and including the 1% Annual Exceedance Probability (AEP) storm. Designs and supporting information will be submitted to Council via development.engineer@selwyn.govt.nz for review and acceptance.

74. Design stormwater systems discharging to ground must accommodate the total detention requirements of the catchment.

    ADVICE NOTE: The Consent Holder's representative has been advised that, as per the supplied catchment plan for the proposed development, all split catchments (including lots draining towards Telegraph Road) must achieve hydraulic neutrality. In the event that hydraulic neutrality cannot be achieved, appropriate legal mechanisms must be proposed for on-lot stormwater management. This would require consent variations (prior to the granting of Engineering Acceptance) to ensure that all catchments achieve compliance.

Design Requirement – Stormwater Treatment

75. All vested stormwater infrastructure is required to meet the stormwater treatment outcomes prescribed by the Land Water Regional Plan.

Discharge Consent Requirement – outside a Network Discharge Consent area and CRC consent required (more than 5 lots)

76. Where a specific discharge consent is issued by Canterbury Regional Council, any consent or associated conditions will be subject to Selwyn District Council acceptance, where these obligations will be transferred to Selwyn District Council.

77. Draft CRC Operational Phase Stormwater consent conditions must be submitted to Council for acceptance via development.engineer@selwyn.govt.nz prior to Engineering Acceptance being granted, once accepted, will thereafter form part of the Approved Consent Document.

Developer requirements

78. The Consent Holder must hold, operate, and maintain the Canterbury Regional Council operational discharge consent held in their name for a minimum of two years after the section 224(c) Completion Certificate for the final stage of this consent has been issued.

79. Council must be satisfied at the end of this period that all aspects of the system, including but not limited to compliance with consent conditions, operations and maintenance costs are acceptable to Council prior to *the transfer of the CRC consent to Council.*

Vested infrastructure – s224 requirement

80. The Consent Holder must demonstrate that the operational discharge stormwater is compliant with the Canterbury Regional Council consent that is held in the consent holder's name.

81. A fully compliant Compliance Monitoring Report issued by the Canterbury Regional Council must be submitted to Council certifying compliance with the relevant CRC consent via development.engineer@selwyn.govt.nz prior to the granting of section 224(c).

Construction works stormwater infrastructure

82. Any works undertaken on stormwater infrastructure located within the development site must completed in accordance with the Engineering Code of Practice and accepted engineering plans.

Stormwater Management Plan

83. The Consent Holder shall prepare and submit a Stormwater Design Report and Management Plan in accordance with the requirements of Selwyn District Council and Environment Canterbury Regional Council. This plan shall be provided for Selwyn District Council's for approval and sign-off prior to granting section 224(c) at the consent holder's cost.

    ADVICE NOTE: The Stormwater Management Plan shall include, but not be limited to:

    - *A plan showing existing ground levels on neighbouring properties along with proposed levels on the subdivision sites. Interference with pre-existing stormwater flows needs to be considered so as not to cause ponding or nuisance on neighbouring or developed land.*
    - *Existing and proposed drainage plan with sub catchments and flow arrows to show how the drainage will be affected.*
    - *Calculations to demonstrate compliance with the Engineering Code of Practice and any relevant Environment Canterbury consent conditions.*
    - *Ongoing operation and maintenance requirements.*

Inspection standards

84. All vested stormwater reticulation must meet Council's pressure testing and CCTV inspection standards as prescribed by the Engineering Code of Practice. Supporting documentation must be supplied to Council prior to the issuing of s224(c) certificate.

Stormwater Operations and Maintenance Manual

85. The Consent Holder must provide a Stormwater Operations and Maintenance Manual prior to the approval of the section 224(c) certificate.

    ADVICE NOTE:

The Stormwater Operations and Maintenance Manual must include but not be limited to:

- *As built documents/images of system for baseline records. This would include the extent of the stormwater catchments, surveyed long-sections and x-sections of pipelines and stormwater management devices e.g. basins wetlands and swales, and where available, any baseline data i.e. water quality, quantity or soil monitoring results.*
- *Contact details for maintenance personnel engaged by the developer over the maintenance period*
- *As built documents/images of system for baseline records. This would include the extent of the stormwater catchments and any baseline data i.e. heavy metal level in receiving environment.*
- *Maintenance procedures and how compliance with the consent conditions must be achieved and recorded. This will also cover stormwater system maintenance during the maintenance period(s).*
- *What actions will be undertaken when non-compliance is detected and recorded.*
- *Where all cleanings from sumps are proposed to be disposed of – in accordance with Regional and local landfill requirements.*
- *Summary of costs to maintain the system including details of the number of inspections and cleaning of sumps/disposal of sump material.*
- *What actions will be undertaken before handover to Selwyn District Council is proposed i.e. notification procedure at least two months prior to requesting handover*.

Producer statement

86. Prior to the approval of a section 224(c) completion certificate the consent holder must provide a Producer Statement demonstrating that the stormwater system has been designed and constructed in accordance with this and relevant discharge consent. The producer statement is to be submitted to development.engineer@selwyn.govt.nz.

Discharge Consents – developer's responsibility

ADVICE NOTES: The consent holder must obtain Resource Consent from Canterbury Regional Council for earthworks, construction activities and operational stormwater discharges.

Earthworks and Overland Flow

Design Review and Acceptance – overland flow paths

87. Engineering plans and supporting design information for all works associated with all necessary earthworks and the creation of overland flow paths by the works proposed as part of this consent must be submitted to Council via the development.engineer@selwyn.govt.nz for acceptance at least 20 working days prior to the commencement of related works and once accepted, will thereafter form part of the Approved Consent Document.

ADVICE NOTE: Where designs require the installation of overland flow paths landscaping plans will also be required prior to Engineering Acceptance being granted for that asset to allow Council to review the function of the asset holistically.

ADVICE NOTE: All engineered fill designs must comply with New Zealand Standard (NZS) 4431:2022 Code of Practice for Earth Fill for Residential Development.

Design Requirement – Plains Flood Management Overlay

88. The development site is located within the Plains Flood Management Overlay area as defined by the Partially Operative District Plan. All designs and supporting information submitted to Council for review and Engineering Acceptance must demonstrate that the secondary flow paths created by this consent are able to convey the 0.5% Annual Exceedance Probability (AEP) storm event.

ADVICE NOTE: To allow for climate change the design storm event used for the creation of any secondary flow paths located with the Plains Flood Management Overlay area will be the High Intensity Rainfall Design System (HIRDS) Representative Concentration Pathways (RCP) 8.5 (2081 – 2100) rainfall event for the critical storm duration. The applicant must provide flood modelling for the 1% and 0.5% AEP storm events, including pre-development, post-development, and the difference (effects analysis) to demonstrate that the proposed development does not exacerbate upstream/downstream flooding or overland flow risks.

89. The designs will be expected to demonstrate that all flows generated by the design storm event will not exceed the capacity of the overland flow path.

Design Requirement – Existing land drainage patterns

90. Plans and support information must be submitted Council via the development.engineer@selwyn.govt.nz for acceptance at least 20 working prior to the granting of engineering acceptance to confirm:

    a. Any change in ground levels will not cause ponding or drainage nuisance to neighbouring properties.

    b. All filled land is shaped to fall to the road boundary.

    c. Existing drainage paths from neighbouring properties are maintained.

Construction requirement

91. All earthworks completed on site are to be carried out in accordance with the Engineering Code of Practice and the accepted engineering plans.

Consent Condition – Fill certificate

92. Certificates satisfying the conditions of NZS4431: 2022 Code of Practice for Earth Fill for Residential Development are to be provided to the Council prior to section 224(c) approval. These certificates will be provided by a chartered engineering professional with suitable experience and accompanied by a report detailing the extent and nature of all earthworks undertaken.

S224 Requirement – Digital Elevation Model

93. Prior to the issuing of s224(c) certificate the consent holder must provide an accurate digital elevation model (DEM) for all earthworks undertaken as part of this consent that meet the requirements set out in the Engineering Code of Practice and Engineering Acceptance letter. Any costs involved in provision and transfer of this data to Council's systems must be borne by the consent holder.

S224 Requirement – asbuilts

94. Prior to the issuing of s224(c) certificate the consent holder must provide accurate 'as built' plans for all earthworks undertaken as part of this consent that meet the requirements set out in the Engineering Code of Practice and Engineering Acceptance letter. Any costs involved in provision and transfer of this data to Council's systems must be borne by the consent holder.

Power and Telecommunications Services

Front lots

95. The consent holder must provide electricity and telecommunications to the net area of each lot of the subdivision with direct frontage to a road by way of underground reticulation in accordance with the standards of the relevant network utility operator. (Residential and rural residential).

Rear lots

96. The consent holder must provide infrastructure to the net area of each rear lot of the subdivision to enable electricity and telecommunications connections by way of underground reticulation in accordance with the standards of the relevant network utility operator.

    ADVICE NOTE: In the case of rear allotments accessed and serviced via private accessways, the condition requires that the infrastructure is in place to make a connection to services ie that a conduit is in place to enable

cables to be installed in the accessway without disturbing it. The cables themselves are not required to be installed.

S224 Requirement – TA Acceptance township boundary

97. The consent holder must provide evidence in writing from the relevant authorities that electrical and telecommunications service connections have been installed to each lot.

ADVICE NOTE: The Consent Holder's representative has been made aware of Orion's new boundary distribution box width requirements. Sufficient berm width must be provided to accommodate these units without encroaching into the footpath or creating safety in design concerns. Through the consenting process the Consent Holder's representative has advised that the berm widths proposed will achieve compliance, and the roading layouts have been conceptually accepted on this basis. Should any conflict arise at the detailed design stage, further liaison with Council and the relevant network utility operator will be required to resolve the matter prior to Engineering Acceptance.

Site Stability, Earthworks and Site Works

Nuisance – sediment, dust and erosion

98. The draft ESCP provided with the application is accepted in principle. All filling and excavation work must be carried out in accordance with a final Erosion and Sediment Control Plan (ESCP). Unless approved as part of a separate Environment Canterbury (ECan) resource consent for stormwater discharge or ECan resource consent for excavation/filling, the ESCP will require formal acceptance by Selwyn District Council's Development Engineer (via email to development.engineer@selwyn.govt.nz) prior to any work starting on site.

99. The ESCP is to be designed by a suitably qualified person and a design certificate supplied with the ESCP for acceptance at least 5 working days prior to any earthworks commencing. The best practice principles, techniques, inspections and monitoring for erosion and sediment control must be based on ECan's Erosion and Sediment Control Toolbox for Canterbury http://esccanterbury.co.nz/.

The ESCP must include (but is not limited to):

- Site description, i.e. topography, vegetation, soils, sensitive receptors such as waterways, etc;
- Details of proposed activities;
- A report including the method and time of monitoring to be undertaken;
- A locality map;
- Drawings showing the site, type and location of sediment control measures, on-site catchment boundaries and off-site sources of run on/runoff;
- Drawings and specifications showing the positions of all proposed mitigation areas with supporting calculations if appropriate;
- Environmental monitoring and auditing, including frequency;
- Corrective action, reporting on solutions and update of the ESCP;
- Stabilised entrance/exit and any haul roads;
- Site laydown and stockpile location(s) and controls.

ADVICE NOTE: Any changes to the accepted ESCP must be submitted to the Council in writing following consultation with the Council's Development Engineer. The changes must be accepted by the Development Engineer prior to implementation.

Nuisance – sediment, dust and erosion

100. The accepted ESCP referred to in conditions 98 and 99 must be implemented on site over the entire construction phase. No earthworks may commence on site until:

    a) All measures required by the ESCP have been installed;

    b) An Engineering Completion Certificate, signed by an appropriately qualified and experienced engineer, has been submitted to the Council. This is to certify that the erosion and sediment control measures have been properly installed in accordance with the accepted ESCP;

    c) The Council has been notified (via email to compliance@selwyn.govt.nz) no less than 3 working days prior to work commencing, of the earthworks start date and the name and details of the site supervisor;

    d) The contractor has received a copy of all resource consents and relevant permitted activity rules controlling this work.

Nuisance – vehicle movements (if earthworks up to road boundary, RoW, large volume (e.g. >300m^3)

101. Any public road, shared access, footpath, landscaped area or service structure that has been damaged, by the persons involved with the development or vehicles and machinery used in relation to the works under this consent, must be reinstated as specified in the Engineering Code or Practice at the expense of the consent holder and to the satisfaction of the Council.

Nuisance – vehicle movements (for arterial roads, very narrow roads (e.g. Lyttelton), large volume for residential (e.g. >1000m^3), works affecting footpath)

102. All works on site must be subject to a Traffic Management Plan (TMP) which must be prepared by a suitably qualified person and submitted for acceptance prior to the commencement of earthworks. No works are to commence until the TMP has been accepted and installed.

103. The TMP must identify the nature and extent of temporary traffic management and how all road users will be managed by the use of temporary traffic management measures. It must also identify the provision of on-site parking for construction staff. Activities on any public road should be planned so as to cause as little disruption, peak traffic safety delay or inconvenience to road users as possible without compromising safety. The TMP must comply with the Waka Kotahi NZTA Code of Practice for Temporary Traffic Management (CoPTTM) and the relevant Road Controlling Authority's Local Operating Procedures.

104. The TMP must be submitted to the relevant Road Controlling Authority through the web portal www.myworksites.co.nz). To submit a TMP a Corridor Access Request (CAR) must also be submitted. A copy of the accepted TMP and CAR must be supplied to the Council's resource consent monitoring team (via email to compliance@selwyn.govt.nz) at least 3 working days prior to the commencement of works under this consent.

Nuisance – drainage (flat land filling, especially if changing levels near site boundary.

105. Any change in ground levels must not cause a ponding or drainage nuisance to neighbouring properties. All filled land must be shaped to fall to the road boundary. Existing drainage paths from neighbouring properties must be maintained.

106. Following the completion of the filling and associated work an engineering report including a finished section level as built, with retained wall height and slope batter details, must be submitted to the Development Engineer. This report must be undertaken by a suitably qualified engineer. The information contained in this report will be placed on the property record.

Nuisance – drainage (generally for hill sites where changing runoff patterns)

107. Stormwater runoff must be mitigated so that it does not cause a nuisance to neighbouring properties.

Land stability (hill sites where cut >0.75m depth or within 1m of site boundary)

108. No permanent unsupported cut or batter may be formed any steeper than 26° in soil, unless approved by a chartered professional engineer.

Land stability (all fill applications)

109. The fill sites must be stripped of vegetation and any topsoil prior to filling. The content of fill must be clean fill (as defined in the Partially Operative District Plan).

Land stability (where works within a few metres of boundary)

110. Any change in ground levels must not affect the stability of the ground or fences on neighbouring properties.

Land stability (where height of fill > distance to boundary.

111. The consent holder must submit a report and calculations detailing any filling proposed against existing boundaries and the mitigation proposed to avoid adverse effects on adjoining properties. Any retaining wall construction over 0.5m high must be included and certified as part of the Earth Fill Report in condition 106.

NOTE:

a) Any retaining wall that exceeds 6m² is regarded as a building and requires a separate resource consent if not specifically addressed within the application supporting this consent.

b) This report may be presented as part of the Design Report for the subdivision works under condition 93.

Land stability (for any fill that could accommodate future buildings, house extension etc).

112. All filling exceeding 300mm above excavation level must be in accordance with NZS 4431:2022 Engineered fill construction for lightweight structures. At the completion of the work an Earth Fill report including a duly completed certificate in the form of Appendix D of NZS 4431 must be submitted to the Council at development.engineer@selwyn.govt.nz so that the information can be placed on the property record. This report must detail depths, materials, compaction test results and include as-built plans showing the location and finished surface level of the fill.

Dust

ADVICE NOTE: Dust management can be achieved through keeping the surface of the material damp or by using another appropriate method of dust suppression. Compliance with Canterbury Regional Council requirements must be maintained at all times. Dust mitigation measures such as water carts, sprinklers or polymers must be used on any exposed areas. The roads to and from the site, and the site entrance and exit, must remain tidy and free of dust and dirt at all times.

Landscaping

Provision of landscaping

113. Landscape plans for landscaping within the road reserve must be submitted to Council's Development Engineering Manager for acceptance. Landscaping plans and supporting documentation are to include;

a. Tree and plant species selected.

b. Tree pit details & specifications

d. Root barrier locations

e. Garden bed preparation and topsoil fill specifications.

f. Berm widths shown on plan where streets are proposed,

114. Plans and specifications are to be submitted to development.engineer@selwyn.govt.nz and, once accepted, will thereafter form part of the Approved Consent Document.

115. All landscaping must be carried out in accordance with the accepted plans,

116. The Consent Holder must maintain plants/trees and any other landscaping assets within the road reserve for the 24 months Establishment Period (Defects Maintenance) until a final inspection and acceptance of the landscaping by the Council.

S224 document requirement

117. Prior to the issuing of s224(c) certificate the consent holder must provide accurate 'as built' plans and AMIS schedules that meet the requirements set out in the Engineering Code of Practice. Any costs involved in provision and transfer of this data to Council's systems must be borne by the consent holder.

S224 document requirement

118. Prior to the issuing of s224(c) certificate the consent holder must provide a comprehensive electronic schedule of any assets to be vested in the Council that meets the requirements set out in the Engineering Code of Practice.

ADVICE NOTE: The vested assets schedule must cover all vested asset types and include but not be limited to installed material unit costs, type, diameter, class, quantity and include summary details.

Irrigation

ADVICE NOTE: The Council does not encourage irrigation systems to be vested in Council. The need for an irrigation system will be assessed on a case-by-case basis and approval given through the Engineering Approval process.

Removal of gardens and trees

ADVICE NOTE: The removal of any council gardens or trees will need to be formally requested through the SDC Landscape Development Advisor development.landscaping@selwyn.govt.nz. Excavation/removal of existing council assets can only occur with written approval from the landscape development advisor.

Fencing Covenants

Entrance Features/Signage

119. Any entrance signage features must be placed in private lots. The consent holder must ensure that Council is indemnified from liability to contribute to the cost of renewal or future maintenance of subdivision signage.

a) This must be ensured by way of a fencing covenant registered against the computer freehold register to issue for each adjoining lot. The covenant is to be prepared by Council's solicitor at the expense of the consent holder.

b) The consent holder must procure a written undertaking from the consent holder's solicitor that the executed fencing covenant will be registered on deposit of the subdivision plan.

ADVISE NOTE: Entrance signage is subject to landscaping/engineering acceptance and detail needs to be included in the full submitted landscaping package.

Lots that share or will share a boundary with reserves

120. Lot 313 will share a boundary with a future reserve lot. The consent holder must ensure that Council is indemnified from liability to contribute to the cost of erection or maintenance of boundary fences between reserves and adjoining lots.

121. This will be ensured by way of a fencing covenant registered against the Record of Title to issue for each adjoining lot. The covenant is to be prepared by Council's solicitor at the expense of the consent holder.

122. The consent holder must procure a written undertaking from the consent holder's solicitor that the executed fencing covenant will be registered on deposit of the subdivision plan.

Cultural

123. An Accidental Discovery Protocol (ADP) must be in place during all earthworks required to exercise this consent 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).

124. An Erosion and Sediment Control Plan for any earthworks required to give effect to this consent must be prepared, implemented, inspected, and maintained in accordance with Environment Canterbury's Erosion and Sediment Control Toolbox for Canterbury until such time the site is stabilised.

a. Erosion and sediment control measures must effectively minimise sediment in stormwater discharged during the construction phase.

b. If the erosion and sediment controls prove to be inadequate, works must cease until appropriate and effective measures are in place.

ADVICE NOTES:

a. Indigenous planting is required to enhance the cultural landscape, increase indigenous habitat, filter sediment and sequester carbon.

b. The consent holder should incorporate the Ngāi Tahu Subdivision and Development Guidelines to the greatest practical extent.

c. The future development of the lots must incorporate sustainable urban design features with respect to stormwater runoff including:

- *Rainwater capture and reuse (i.e., rainwater collection tanks).*
- *Minimising imperious cover (e.g., using permeable paving and maintaining grass cover).*
- *The use of rain gardens and swales (or other land-based methods) rather than standard kerb and channel.*
- *Avoiding the use of building material known to generate contaminants such as copper guttering and roofing.*

d. The development and/or subdivision of land should not result in a decrease in stormwater capacity and should not result in negative cumulative effects on water quantity or quality to protect the mauri of the Te Waihora catchment.

e. Indigenous plants should be incorporated into development plans, consistent with the restoration and enhancement of indigenous biodiversity on the landscape. For example, indigenous species should be used for street trees, open space and reserves, ground cover for swales, stormwater management network, and home gardens.

f. Earthworks should be undertaken during dry and calm conditions to minimise the chances of soil erosion and sedimentation, and to limit the spreading of dust and contaminants.

g. Wetlands and springs should be surveyed and incorporated into the subdivision design.

- *Any wetlands and springs identified on site should be protected and enhanced*

RC255383 Land Use Consent Conditions

a) The earthworks and land use shall proceed in general accordance with the information formally received with the application on 20 May 2025 and the further information provided on 24 July 2025, 28 August 2025, 16 September 2025, 22 September 2025, 14 October 2025, 31 October 2025, 6 November 2025 and 13 November 2025 and the attached stamped Approved Plans entitled Proposed Subdivision of Lot 1 DP 616063 RT 1232529, REV H and dated 20/11/2025, Proposed Overall Roading Layout Plan, Revision C and dated 6/11/2025, Proposed Contours and Earthworks Design Plans, Revision A and dated 23/7/2025, Services Overview Plan, Revision A and dated 23/7/2025, Appendix 1 and Appendix 2 except where another condition of this consent must be complied with.

Accidental Discovery Protocol

b) An Accidental Discovery Protocol (ADP) must be in place during all earthworks required to give effect to this consent 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).

Earthworks

c) An Erosion and Sediment Control Plan for any earthworks required to give effect to this consent must be prepared, inspected, and maintained in accordance with Environment Canterbury's Erosion and Sediment Control Toolbox for Canterbury until such time the exposed soils have been stabilised.

d) All loading and unloading of trucks with excavation or fill material must be carried out within the subject site.

e) Any surplus or unsuitable material from the project works must be removed from site and disposed at a facility authorised to receive such material

f) Topsoil and vegetation must be stripped in all earthworked areas (ie where roads or structures are to be constructed and cut or fill areas). The topsoil must be stockpiled for later use or removed from the site.

g) Any surplus or unsuitable material from the project works must be removed from site and disposed at a facility authorised to receive such material.

h) All loading and unloading of trucks with excavation or fill material must be carried out within the subject site.

i) Any filling on the site is to take into account the current land stormwater and drainage pattern and is not to divert stormwater onto adjoining properties.

j) All earthworks completed on site are to be carried out in accordance with New Zealand Standard (NZS) 4431:2022 Engineered Fill Construction for Light Weight Structures.

k) At the completion of all earthworks, Certificates satisfying the conditions of NZS4431: 2022 Engineered Fill Construction for Light Weight Structures are to be provided to the Development Engineering Manager. These certificates will be accompanied by a detailed report highlighting the extent and nature of all earthworks undertaken.

l) On the completion of works:

   a. All disturbed areas must be returned to its original state as near as is practicable and stabilised and/or revegetated; and

   b. All spoil and other waste material from the works, other than as referred to in condition 8, must be removed.

Noise/ Hours of Operation/ Vibration

m) Hours of operation (other than dust mitigation or emergency sediment and erosion control) must be limited to the hours of 7am to 7pm. Work will generally be restricted to Monday to Saturday although occasional work may be permitted on Sundays and Public Holidays subject to prior notice being given to Council's Monitoring Officer no later than noon of the last working day before the scheduled work commences.

n) All construction work (including any demolition and/or site preparation works) must be designed, managed and conducted to ensure that construction noise complies with the requirements of NZS 6803:1999 Acoustics – Construction Noise for residential.

o) Vibration from construction work must not exceed the limits of, and must be measured and assessed in accordance with, German Standard DIN 4150 1999-02 Structural Vibration – Effects of Vibration on Structures.

p) Construction machinery must not be warmed up within 50 metres of any sensitive activity (as defined in the Partially Operative District Plan) in a Living zone.

q) All contractor site facilities must be located at least 50 metres from any sensitive activity (as defined in the Partially Operative District Plan) in a Living zone.

Traffic Management Plan

r) All works on site must be subject to a Traffic Management Plan (TMP) which must be prepared by a suitably qualified person and submitted to Council via development.engineer@selwyn.govt.nz for acceptance prior to the commencement of construction. No works are to commence until the TMP has been accepted and installed.

s) The TMP must identify the nature and extent of temporary traffic management and how all road users will be managed by the use of temporary traffic management measures. It must also identify the provision of on-site parking for construction staff. Activities on any public road should be planned so as to cause as little disruption, peak traffic safety delay or inconvenience to road users as possible without compromising safety. The TMP must comply with the Waka Kotahi NZTA Code of Practice for Temporary Traffic Management (CoPTTM) and the relevant Road Controlling Authority's Local Operating Procedures.

t) The TMP must be submitted to Council (via email to compliance@selwyn.govt.nz) at least 3 working days prior to the commencement of works under this consent.

Sediment and Erosion Control

u) All earthworks must be carried out in accordance with a site-specific Erosion and Sediment Control Plan (ESCP), prepared by a suitably qualified and experienced professional, which follows the best practice principles, techniques, inspections and monitoring for erosion and sediment control contained in Environment Canterbury's Erosion and Sediment Control Toolbox for Canterbury http://esccanterbury.co.nz/. The ESCP must be held on site at all times and made available to the Council on request.

v) The consent holder must notify Selwyn District Council no less than ten working days prior to works commencing, (via email to Compliance@selwyn.govt.nz) of the earthworks start date and the name and contact details of the site supervisor. The consent holder must at this time also provide confirmation of the installation of ESCP measures as per the plan referred to in Condition 21 above.

w) Run-off must be controlled to prevent muddy water flowing, or earth slipping, onto neighbouring properties, legal road (including kerb and channel), or into a river, stream, drain or wetland. Sediment, earth or debris must not fall or collect on land beyond the site or enter the Council's stormwater system. All muddy water must be treated, using at a minimum the erosion and sediment control measures detailed in the site-specific Erosion and Sediment Control Plan, prior to discharge to the Council's stormwater system.

NOTE: For the purpose of this condition muddy water is defined as water with a total suspended solid (TSS) content greater than 50mg/L.

x) No earthworks may commence until the ESCP has been implemented on site. The ESCP measures must be maintained over the period of the construction phase, until the site is stabilised (i.e. no longer producing dust or water-borne sediment). The ESCP must be improved if initial and/or standard measures are found to be inadequate. All disturbed surfaces must be adequately topsoiled and vegetated or otherwise stabilised as soon as possible to limit sediment mobilisation.

y) Dust emissions must be appropriately managed within the boundary of the property. Dust mitigation measures such as water carts, sprinklers or polymers must be used on any exposed areas. The roads to and from the site, and the site entrance and exit, must remain tidy and free of dust and dirt at all times.

Cultural monitoring during earthworks

z) At least 10 working days prior to any earthworks being undertaken, the consent holder must contact Te Taumutu Rūnanga (change if different Rūnanga) via Mahaanui Kurataiao Ltd (email mahaanui.admin@ngaitahu.iwi.nz). This allows a Rūnanga representative trained in the recognition of archaeological deposits the opportunity to be onsite to assist and offer cultural insights/advice during all excavations.

Attachments

1. **RC255382 and RC255383 Subdivision and Land Use Approved Plans** - Proposed Subdivision of Lot 1 DP 616063 RT 1232529, REV H and dated 20/11/2025, Proposed Overall Roading Layout Plan, Revision C and dated 6/11/2025, Proposed Contours and Earthworks Design Plans, Revision A and dated 23/7/2025, Services Overview Plan, Revision A and dated 23/7/2025

2. **Appendix 1** - Accidental Discovery Protocol (ADP)

3. **Appendix 2** - Ngai Tahu Subdivision and Development Guidelines

Development Contributions

Subdivision Consent

a. Development contributions are not conditions of this resource consent and there is no right of objection or appeal under the Resource Management Act 1991. Objections and applications for reconsideration can be made under the Local Government Act 2002. Any objection or request for reconsideration must be made in writing in accordance with the Development Contribution Policy in place at the time of application.

b. The consent holder is advised that, pursuant to the Local Government Act 2002 and the Council's Development Contribution Policy, the following contributions are to be paid in respect of this subdivision before the Council will issue its certificate pursuant to section 224(c) of the Resource Management Act 1991.

NOTE: The amounts set out in the attached table are applicable at the time the application for resource consent is formally received. If the time between the date the resource consent is formally received and the time which the Council would normally invoice for the development contributions (usually the time an application is made for the issue of Council's section 224(c) certificate for the subdivision) is more than 24 months, the development contributions will be reassessed in accordance with the development contributions policy in force at the time the consent was formally received. To avoid delays, the consent holder should seek the reassessed amounts prior to the application for the section 224(c) Resource Management Act 1991 certificate.

Please contact our Development Contributions Assessor on 03 347 2800 or at:
development.contributions@selwyn.govt.nz .

SDC Development Contributions Assessment Tool Outputs

Consent Identifier:	RC255382 (101 residential lots & 1 educational lot)
Policy Year:	2024/25

Inputs	OK
Outputs	OK

Activity	Demand Post Development (HUE)	Credits for Existing Demand (HUE)	Additional Demand (HUE)	Development Contribution per HUE ($)	Development Contribution ($ Excl. GST)	GST ($)	Development Contribution ($ Incl. GST)
Water Supply	102.00	1.00	101.00	9,721.00	981,821.00	147,273.15	1,129,094.15
Wastewater	102.00	0.00	102.00	12,917.00	1,317,534.00	197,630.10	1,515,164.10
Stormwater	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Reserves	102.00	0.50	101.50	4,114.00	417,571.00	62,635.65	480,206.65
Community Infrastructure	102.00	0.50	101.50	3,779.00	383,568.50	57,535.28	441,103.78
Roading	102.00	1.00	101.00	3,067.00	309,767.00	46,465.05	356,232.05
Roading ODP	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Contribution					**3,410,261.50**	**511,539.23**	**3,921,800.73**

Selwyn District Council Advice Notes for the Consent Holder

Lapse Period (Subdivision Consent)

a) Pursuant to section 125 of the Resource Management Act 1991, this subdivision consent lapses five years after the date of issue of the decision, i.e. the date of receipt of the Notice of Decision email, unless:

h. A survey plan is submitted to Council for approval under section 223 of the Act before the consent lapses, and that plan is deposited within three years of the approval date in accordance with section 224 of the Act; or

ii. Before the consent lapses an application is made to the Council to extend the period after which the consent lapses and the Council decides to grant an extension.

Lapse Period (Land Use Consent)

b) Pursuant to section 125 of the Resource Management Act 1991, if not given effect to, this land use consent shall lapse five years after the date of issue of the decision, i.e. the date of receipt of the Notice of Decision email, unless before the consent lapses an application is made to the Council to extend the period after which the consent lapses and the Council decides to grant an extension.

Section 224 Certificate Issuing Requirements (Subdivision)

c) A Section 224 Certificate will not be issued until all Council invoices, including engineering fees and any other related costs associated with the Resource Consent have been paid in full.

Resource Consent Only

d) This consent is a Selwyn District Council resource consent under the Resource Management Act. It is not an approval under any other Act, Regulation or Bylaw. Separate applications will need to be made for any other approval, such as a water race bylaw approval or vehicle crossing approval.

Building Act

e) This consent is not an authority to build or to change the use of a building under the Building Act. Building consent will be required before construction begins or the use of the building changes.

Regional Consents

f) This activity may require resource consent(s) from Environment Canterbury (ECan). It is the consent holder's responsibility to ensure that all necessary resource consents are obtained prior to the commencement of the activity.

Monitoring

g) In accordance with section 36 of the Resource Management Act 1991, the following monitoring programme and associated fee has been charged: Basic – no site inspection

h) If the conditions of this consent require any reports or information to be submitted to the Council, additional monitoring fees for the review and certification of reports or information will be charged on a time and cost

basis. This may include consultant fees if the Council does not employ staff with the expertise to review the reports or information.

i) Where the conditions of this consent require any reports or information to be submitted to the Council, please forward to the Council's Compliance Team, compliance@selwyn.govt.nz.

j) Any resource consent that requires additional monitoring due to non-compliance with the conditions of the resource consent will be charged additional monitoring fees at a time and cost basis.

Vehicle Crossings

h) Any new or upgraded vehicle crossing requires a vehicle crossing application from Council's Infrastructure Department prior to installation. For any questions regarding this process please contact transportation@selwyn.govt.nz. Use the following link for a vehicle crossing information pack and to apply online: Selwyn District Council - Application to Form a Vehicle Crossing (Entranceway)

Accessible Carparking Spaces

i) The District Plan and the Building Code have different requirements for accessible carparking. Therefore, the carparking plan approved as part of this resource consent may not comply with the Building Code. Early engagement with the building consent team is recommended to ensure all requirements can be met.

Impact on Council Assets

j) Any damage to fixtures or features within the Council road reserve that results from construction or demolition on the site shall be repaired or reinstated at the expense of the consent holder.

Vehicle Parking During the Construction Phase

k) Selwyn District Council is working to keep our footpaths safe and accessible for pedestrians, including school children. The Council also seeks to avoid damage to underground utility services under footpaths, e.g. fibre broadband. During the construction phase (and at all other times), please:

i. park only on the road or fully within your property – it is illegal to obstruct or park on a footpath; and

ii. arrange large deliveries outside of peak pedestrian hours, e.g. outside school start/finish times.

Rūnanga Advice Notes for the Consent Holder

Te Taumutu and Ngāi Tūāhuriri Rūnanga

(a) The consent holder should incorporate the Ngāi Tahu Subdivision and Development Guidelines to the greatest practical extent.

(b) The future development of the lots must incorporate sustainable urban design features with respect to stormwater runoff including:

- Rainwater capture and reuse (i.e., rainwater collection tanks).
- Minimising imperious cover (e.g., using permeable paving and maintaining grass cover). c. The use of rain gardens and swales (or other land-based methods) rather than standard kerb and channel.
- Avoiding the use of building material known to generate contaminants such as copper guttering and roofing.

(c) The development and/or subdivision of land should not result in a decrease in stormwater capacity and should not result in negative cumulative effects on water quantity or quality to protect the mauri of the Te Waihora catchment.

(d) Indigenous plants should be incorporated into development plans, consistent with the restoration and enhancement of indigenous biodiversity on the landscape. For example, indigenous species should be used for street trees, open space and reserves, ground cover for swales, stormwater management network, and home gardens.

(e) Earthworks should be undertaken during dry and calm conditions to minimise the chances of soil erosion and sedimentation, and to limit the spreading of dust and contaminants.

(f) Wetlands and springs should be surveyed and incorporated into the subdivision design

- Any wetlands and springs identified on site should be protected and enhanced.