



Hastings District Council

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DOCUMENT 2

HEARINGS COMMITTEE MEETING

Meeting Date: **Monday, 29 July 2019**

Time: **9.30am**

Venue: **Council Chamber
Ground Floor
Civic Administration Building
Lyndon Road East
Hastings**

ITEM	SUBJECT	PAGE
2.	OBJECTION UNDER SECTION 357A TO A DECISION MADE REGARDING AN APPLICATION BY NEW ZEALAND SIKH SOCIETY (HASTINGS) INC <u>Document 2</u> Containing this attachment	
	Attachment D Description of Proposal and Assessment of Environmental Effects and updated Appendices	Pg 1



Resource Consent Application for Land Use

28 Richmond Road, Hastings

New Zealand Sikh Society (Hastings) Inc

17103AP1
15 May 2018

Item 2

Attachment D



APPLICATION DETAILS

Consent Authority: Hastings District Council

The Applicant: New Zealand Sikh Society (Hastings) Inc

Address for Service: Strategy Planning Limited, PO Box 239 Napier 4140

Address for Invoice: 1 Creagh Street, Te Awa, Napier 4110
jagjiwan.s@yahoo.com

Site Details:

Street Address: 28 Richmond Road, Hastings

Legal Descriptions: Pt Lot1 DP 6463 BLK XVI HERETAUNGA SD

Certificates of Title: G1/1005

Area: 3.9041ha

Zoning: Plains Production

Activity for which Consent is sought:

Land use consent is sought to establish and use a new 'place of assembly' which includes a Sikh Temple, a residential dwelling for the head priest, grounds for passive recreation, and associated on-site car parking, vehicle access and earthworks as a **Non-Complying Activity** under Rule PP39 of the Hastings District Plan.

Prepared by:

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1. INTRODUCTION

The purpose of this application is to obtain resource consent for the establishment of a new Sikh Temple to be located on Richmond Road on the north-east periphery of Hastings.

The Proposed District Plan directs new 'Places of Assembly' to establish within commercial zones, and to an extent, residential zones. However, various site selection criteria including site size, accessibility, space for a Temple and associated grounds together with maintaining a cultural link with agriculture, together with economics make it unfeasible and impractical to find a site within a commercial or residential zone.

This application therefore considers the establishment of a Sikh Temple and associated buildings and activities at 28 Richmond Road, within the Plain Production Zone, and demonstrates that this is an outcome that can be approved having considered all the necessary test under Section 104 of the RMA.

There is good reason to support the use of 28 Richmond Road for the proposed Sikh Temple development. The Hawkes Bay Sikh community has grown substantially since the initial 3-4 families arrived here in the late 1980s. The Sikh community has integrated into the Hawkes Bay community and made it their home. At the same time, this community has maintained their cultural practices from their homeland and come together at their current Temple on Eastbourne Street, Hastings. Yet, this current space is becoming too small as numbers in attendance have increased and simply does not provide sufficient facilities for their cultural practices. The Hawkes Bay Sikh community has a true connection with the Heretaunga Plains and they want to be able to celebrate their culture within it.

The Plains Production Zone ("the Plains Zone") policy and rule framework does not provide for places of assembly, or any community activities as permitted activities unless they exist at present and Scheduled in the District Plan. New places of assembly or community activities are not prohibited in the Plains Zone however, and a resource consent application for a Non-complying Activity can be submitted. Any such application is to be assessed on its individual merits including the effects on the environment, how the proposal fits within the current planning framework of the District Plan, as well as other considerations relevant to the site and activity.

The District Plan directs that the use of the Plains Zone is for primary production and provides for some associated industrial and commercial uses, buildings and development. The planning framework appears to provide for existing communities activities within the Plains Zone by way of Schedule Sites. However, no further direction is given on new community activities or places of assembly. The rationale to prevent 'out of zone' activities from using the plains may be relevant for residential, commercial and industrial activities. However, when it comes to community activities or Places of Assembly, there is no zone in which these activities are welcomed, and while the District Plan review has reviewed the permitted activity status of new Places of Assembly in Plains Zone, it has not prohibited them, rather placed a stronger regulatory framework around them.

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The Heretaunga Plains are a significant resource, and the sustainable management of the resource is paramount to the Hawkes Bay region. However, there are some circumstances where non-primary production activities have a function within the plains.

It is clear that Section 5 of the RMA expects resource management practitioners to enable people and communities to provide for their social and cultural well-being. Acknowledging the 'proviso's' of Subsection (2) and giving regard to the direction of the District Plan, the early stages of this project therefore involved testing the rationality of the site section process, and then if supported, moving to considering the actual or potential effects of the proposal as part of being able to then return to the District Plan to consider the proposal in context.

To that end, Logan Stone property specialists undertook a site selection analysis to ascertain whether or not the site on Richmond Road was in fact the most preferable option. The criteria upon which the analysis was based included the 'site requirements', highest and best use of the site, compatibility with neighbours, location, availability, and was applied to a number of different sites within the Napier and Hastings districts that were, or potentially, available. The analysis concludes that the Richmond Road site is the best option, based on the criteria developed and included in the report. A copy of the Logan Stone report is provided in **Appendix 2**.

A Detailed Site Investigation (DSI) as required by the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES: Soil) was then carried out by EAM Environmental Consultants. The DSI considers the change of use from horticulture to a Place of Assembly, passive recreation, and residential use, and determines that the soils at the site are highly unlikely to represent a risk to human health and that NES does not apply. A copy of the DSI is provided in **Appendix 3**.

Having identified that the proposed site was a valid and legitimate site for the Sikh community to provide for its social and cultural well-being – and in reality, among only a very few realistic alternatives, further technical assessments were undertaken to ensure that the site could be suitably serviced and to assess the effects of the proposal. Development Plans are provided in **Appendix 4**.

A land development report from Strata Group provides information and analysis on the serviceability of the site. The report demonstrates that a connection to the Hastings District Council reticulated wastewater network is available, water supply via an existing well is available (albeit a change to the existing water permit would be required) and stormwater collection, treatment and discharge can be designed for the site. The amount and extent of earthworks is also detailed in this report, which is provided in **Appendix 5**.

Earcon Acoustic Consultants have assessed the range of activities proposed at the new temple – both the daily and weekly activities, and on special occasions, and has concluded that these activities comply with the Plains Production noise standards. A copy of the Acoustic Report is provided in **Appendix 6**.



Traffic Design Group/Stantec have assessed the traffic effects on the local road network generated from the construction and eventual use of the temple and has concluded there is sufficient capacity to accommodate the increase in traffic. It should be noted that this assessment is based on far greater numbers than proposed so is conservative. The assessment provides a compliance assessment against the relevant Transportation performance standards of the District Plan pertaining to the provision of car parking, vehicle access and loading. Overall, the site can be designed to provide complying numbers of on-site car parks and a loading bay, and the proposed vehicle access provides good sight distances and the width and type of vehicle crossing can be designed to comply. A copy of the Transportation Assessment is provided in **Appendix 7**.

This application has been prepared in accordance with Schedule 4 of the Resource Management Act (**the RMA**) and meets the requirements of Form 9. The level of detail provided is commensurate to the scale and significance of the effects that the activity may have on the environment.

In summary, the effects of the development are found to be either less than minor or no more than minor and therefore passes through the 'gateway test' in Section 104D. The proposal does challenge the relevant objectives and policies of the District Plan, yet there are reasons pertaining to the subject site and the activity which do favour the development at this location. Further, there are few opportunities within any zones that could realistically enable a temple development to be conceptualised.

Furthermore, having considered the proposal subject to Part 2 of the RMA, the proposed temple development will provide for the Sikh community social and cultural wellbeing without compromising the environmental principles of the Act, and is subsequently considered deserving of consent pursuant to sections 104 and 104B of the Resource Management Act 1991.

2. BACKGROUND AND SITE DESCRIPTION

The following provides further background and a description of the site and selection process prior to setting the context under which this proposal is to be assessed in terms of the District Plan.

Background

The Hawkes Bay Sikh community is largely based in Hastings and has been growing ever since the late 1980s and has gone from a small community of 30 people to 1,500 people¹.

The Sikh have integrated into the Hawkes Bay community yet maintain their connection to India and their Sikhism through ceremonies at a temple on Eastbourne Street, Hastings. Sikhism is a welcoming faith, where the temple is open to anyone and a meal provided for

¹ RadioNZ, Article, Voices, 1 February 2016



those at their weekly prayer (held over the weekend). Prayers are quiet recitation from their Holy Book.

One of their annual events, held off-site, is their cultural sports day. To date, the community have obtained permission to use HDC parks to hold their games. In the future, they would like their temple and grounds to be able to hold this event. Another event is the "peace march". This march starts at their temple on Eastbourne Street and leads a procession through the town; similar to the Blossom Parade, and returning to the temple to gather, and enjoy a meal cooked onsite. This event would continue, albeit from the new temple site on the urban edge of Hastings.

The NZ Sikh Society (Hastings) Incorporated purchased the 3.9041ha property at 28 Richmond Road, Hastings in 2010, with a vision to establishing a facility that would be a regional asset. Establishing a Place of Assembly within the Plains Zone at that time was a Permitted Activity, thus from a planning perspective, the purchase was a sound proposition.

Following purchase of the site the Council approached the Society to grant further easements over the land in gross favour of the Council. A Deed was signed on 18 June 2018. It was during this process that the landowner/applicant made the Council aware of its attention to establish a temple on the site. This was further acknowledged in email correspondence prior to the Proposed District Plan being notified (which changed the activity status of such a proposal from a Permitted Activity to a Non-complying Activity), in which it was suggested that the Society apply for a Certificate of Compliance. Unfortunately, the Society was not in a financial position to consider such works at the time, but also didn't realise the implications of what the Council was trying to indicate. No Certificate of Compliance or submission in relation to the District Plan was there lodged/made. Nevertheless, the proposal is essentially what would have been provided for the Certificate of Compliance suggested by the Council.

The Hawkes Bay Sikh community have an overall objective to bring together a greater number of their community from across the region, and at times, across the North Island, to a purpose-built temple on the edge of Hastings – one that which has the resources and features to enable their practices, and one that can be future proofed to a sufficient capacity as the numbers in their community grow. This vision is no different to that of other religious groups and cultural communities, however unlike catholic churches and Marae for example that already exist and are largely scheduled or provided for in some way, some of which are located within rural and plains environments, the Sikh community is at 'it's beginning' in some respects in terms of establishing a fit for purpose facility.

The Subject Site and Surrounds

The subject site is located at 28 Richmond Road, Hastings, as shown in **Figure 1** below. The site comprises a 3.9ha parcel of land. It is near regular in shape with flat topography and established perimeter tree planting on the road frontage and south-east boundary. Refer to photos below

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Photo 1: Richmond Road and view towards the subject site, depicted by the shelter belt of trees on the frontage.



Photo 2: View from existing entrance to the site from Richmond Road, over the subject with the residential zone boundary in the background.

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Figure 1: Subject Site and Surrounds (the subject site shown in red) – Source: HDC GIS



The site is bounded by Richmond Road to the east and a corridor for an undeveloped road to the west. The block forms part of the land formerly identified in the HDC Industrial Selection Strategy Report in 2003 as being suitable for industrial expansion. However, it now separates the newly developed Northwood subdivision from the industrial activities contained within the General Industrial and Tomoana Food Industry zones. The subject site, and land that which adjoins it to the north, is zoned "Plains Production". Refer to **Figure 2** showing the site and surrounding zone pattern.

Figure 2: Zone of the site and surrounds (the subject site shown in red) – Source: HDC GIS



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The nature and character of the area within which the subject site is located is influenced by the mix of existing activities and the range of aforementioned zones that adjoin or are adjacent to the site.

The residential development in Northwood is largely turned away from its "Plain Zone" neighbours and buffered via open space associated with the HDC stormwater drain, and high fence delineating the undeveloped road corridor. Consequently, there are sufficient cues to understand the amenity and character changes to residential beyond the south-west boundary of the subject site.

The HDC stormwater drain runs along the south-east boundary of the site. This is an open drain with steep sides and is relatively prominent in the flat landscape. This drain splits the subject site from its rural neighbour (a single cropping paddock, 3.8564ha) to the south-east. This division is also identified by the established tree planting down the boundary line. A residential dwelling is situated on land to the north of the site. Further north-west is an existing contractors yard and the activities on this yard largely screen views of the subject site from Elwood Road.

Given the proximity of large warehousing, coolstores, outdoor storage, security fencing, manufacturing plants, car parking and some landscaping, the area/site has many characteristics of an industrial area on periphery of town – more so than rural in some respects. This may account for why alternative uses have been considered by Council in the past. Indeed, at a higher level, managing the Plains could be framed as managing what/where is sacrificed in managing/growing a City. In this regard, the Hastings CBD, other churches, sportsgrounds and even the Hastings District Council Offices are constructed on versatile soil that has been scarified or used differently for municipal and community benefits of sound reason. This application draws on the same sort of matters to be balanced. Refer to the following photos of the surrounds.



Photo 3: View from Tomoana Road of Plains Production site that adjoins the subject site to the south – property boundary delineated by the row of trees.

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Photo 4: View from Richmond Road of the open drain that defines the boundary between the subject site and the adjoining Plains Production Zone to the south. Residential Zone in the background.



Photo 5: General Industrial Zone on Tomoana Road and part of the surrounding mix of activities to the subject site.

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Photo 6: Tomoana Food Industry Zone and General Industrial Zone opposite the subject site on Richmond Road.



Photo 7: Surrounding industrial activities along Tomoana Road and Richmond Road which 'wrap' around the Plains Production Zone

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Photo 8: Relationship of number 28 Richmond Road to the subject site.

Site Selection

As outlined above, and as the first step to considering the promotion of this activity, Logan Stone was engaged to complete a site analysis with the following objectives:

1. Identify suitable land parcels for the development of the proposed asset,
2. Evaluate the parcels against the ideal site criteria and the alternative highest and best uses of the sites,
3. Compare the best alternatives site options to the currently owned site at 28 Richmond Road,
4. Make a conclusion as to the relative suitability of 28 Richmond Road,
5. Report the practicalities of developing an alternative site should a more suitable site be developed.

This was an important exercise to undertake when considering the merit of utilising the site for a purpose not strictly provided for in the Plan, or in other words, making sure there were not other available, and more appropriate, options.

Logan Stone developed a set of criteria to assess individual sites, initially listing the 'site requirements' as:

Services	Is connected to all services / is capable of receiving all services at a reasonable expense
Size	Minimum of three hectares
Location	Near urban centres and main transportation routes
Zoning	Permissive zoning which allows for places of assembly
Availability	Immediate availability with the aim of commencing development before the end of 2018

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Each was then assessed against the following criteria:

Site requirements	How the site matches the specific overall site requirements which have been identified.
Highest and Best Use	Is the highest and best use matched to the intended use or is there a more appropriate utilisation of the land than the proposed development
Compatibility with Neighbours	Is the activity consistent or compatible with surrounding activities?
Location	Suitable location, amenity and appropriateness.
Availability	Is the site capable of being purchased and developed by the end of 2018

Of the eleven (11) sites identified and assessed, the Richmond Road site scored the best result – 35/50. The next best site was 525 Lyndhurst Road which scored 30/50. The most common factors which lead to lower scores were availability, too isolated, low amenity or an alternative use was more efficient/effective for its zoning or location.

The Logan Stone report concludes:

- There are limited alternative sites suitable for the development of the Sikh Temple
- The current site is well suited to the proposal with the only real impediment being activity status under the Plains zoning
- That from a Valuation perspective, (1), the land has limited if any appeal for production – albeit the proposal does not take the full extent of the land out of potential future production, and (2), the proposal utilises an otherwise unattractive rural land parcel that is marginal due to its position and nature,
- Alternative sites have planning challenges too,
- The site at 28 Richmond Road is suitable and no other sites have been identified that provide a better option for the Sikh Community.

The alternative site analysis provides an informative and objective assessment of current properties and realistic options for the Sikh community to consider for a potential temple. From a Planning perspective, it also provides another layer of information to planners and decision makers when weighing up the realistic opportunities for development of a temple, and the framework of the District Plan.

District Plan Context

The site is located within the Plains Production Zone of the Hastings District Plan, which along with the Plains Settlement Zone, is part of the larger 'Plains Environment'. The *Plains Environment* encompasses the Heretaunga Plains surrounding the Hastings urban area and is described in the District Plan as being central to the economic and social wellbeing of Hastings and the wider Hawke's Bay community. This is due to the class of soil the area supports, and its ability to be versatile and sustain a wide variety of horticultural uses.

The District Plan articulates the importance of the Plains Environment and seeks to protect the soil resource so that it is available now and for future generations. The District Plan sets



objectives, policies and anticipated environmental outcomes at both a strategy and zone level.

The Plains Environment Strategic Management Area has no objectives and policies that direct the provision and/or restriction for community activities, recreation activities, or places of assembly. The understanding taken from the strategic direction of the District Plan is that the Plains Environment, when considered at a district level and generically, is not the place for such activities, despite acknowledging that the resource provides for the economic and social wellbeing for Hastings and wider Hawkes Bay. Refer to Section 9 for further analysis of these particular objectives and policies.

The objectives and policies at the Plains Production Zone level are set so that the following anticipated environmental outcomes can eventually be met:

PPAO1	The sustainable management of the versatile land of the Heretaunga Plains.
PPAO2	Recognition and acceptance of the level of effects associated with the sustainable management of land based primary production activities on the Heretaunga Plains.
PPAO3	Avoidance or mitigation of adverse effects on adjoining activities, including reverse sensitivity effects.
PPAO4	Wineries that provide a range of activities that are aligned with the viticulture use of the land.
PPAO5	An environment that has low scale commercial and industrial activities linked to produce grown and/or stock farmed on the site or nearby.
PPAO6	Retention of the open character, land based primary production activities, and low scale of buildings that comprise the amenity of the Plains Production Zone.
PPAO7	Recognition of long established infrastructure and community facilities.
PPAO8	Recognition of the unique characteristics of the Roys Hill Winegrowing District.
PPAO9	The life supporting capacity of the Heretaunga Plains Unconfined Aquifer system will be sustained.
PPAO10	That Mana Whenua values regarding the Kaitiakitanga of the Aquifer water resource are maintained.

In summary, the Plains Production Zone objectives and policies draw a line in the sand where land based primary production activities are paramount in order to utilise the versatile soil resource and keep it for future generations. The policy direction allows for complementary activities to land based primary production and allows for industrial and commercial activities where these are directly linked to the primary activities.

Using the soil for building development is not, in principle encouraged, however this tempered, or in other words, a balance is struck by buildings of a scale ranging between 1500m² to 2500m² (gross floor area) being provided for as of right throughout the zone where the use of them is directly connected to a land base primary activity. The direction of the Plains Production Zone does not necessarily welcome a new Place of Assembly yet will protect an existing one due to its long establishment and value to the community. As outlined above, this may not be to unequivocally avoid them, rather reduce the potential proliferation that could occur under a Permitted Activity status and to place a stronger regulatory



framework around them so as to better control location, form and any potential effects that may arise.

The District Plan enables commercial and industrial activities that are directly linked with land based primary production to locate on top of versatile soils. These activities can occur as of right, subject to compliance with relevant performance standards. While these activities are important in the chain of production from land to market and are considered an efficient and effective use of the versatile soil, they still comprise buildings and hardstand over the valued soil resource.

The point here is that use of the versatile soil resource for activities other than pure land production has and will always occur, and that the District Plan does indeed acknowledge and provide for this where appropriate to enable people and communities to provide for their social, economic, and cultural well-being and for their health and safety. The question for this application is whether this particular activity can be considered to fall within realm of other non-land production-based activities provided for and allowed within the Zone – on this particular site and in this particular location of the City.

3. DESCRIPTION OF PROPOSAL

The proposed development involves the construction and use of a Sikh Temple at 28 Richmond Road. Ancillary to the temple, is a library building (120m²) and a residential dwelling (260m²) for use by the head priest. The Temple has a 1,000m² footprint, (with a 2000m² GFA), with additional hardstand surrounding the site of up to 5,046m².

Buildings and Land use Activities

The temple is a two-level structure and includes a dome at the rear of the building. Much of the building is approximately 10 metres in height, with the dome extending to approximately 13m.

A 20m high flag pole would be placed in proximity to the temple building.

The use of the site will be largely within the temple itself. The proposed site layout provides for open space and recreation grounds around, and to the back of the temple.

There are some ceremonies that will use the recreation grounds, and these are recreation based. For example, passive exercise and cultural games as well as more familiar games such as cricket and, soccer. The proposed temple building and site layout is depicted on the drawings provided in **Appendix 4**.

The use of the Temple

The temple will be open 24 hours a day, seven days a week for anyone to pray. At anyone one time, a maximum of 20 people could be at the temple praying, with the majority of the

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Sikh community attending during the weekend at one of the set 5-6-hour prayer meetings as outlined below.

Every weekend, from Friday evening through to Sunday, there will be one 5-6 hour ceremony. Numbers of up to 400 people could eventually be expected to attend. The ceremony involves quiet prayer within the temple, a meal made on site, and clean up afterwards. In General, the ceremony would occur between the following hours:

- Friday evening finishing at 8.00pm, or
- Saturday 7.00am – 5.00pm, or
- Sunday (2.00pm – 8.00pm).

Special Ceremonies

Fifteen (15) special ceremonies per year are proposed, where up to 700 people may gather at the temple. These special ceremonies will include weddings or other celebrations involving collective prayer (Akhand Path), the annual 'sports day', the 7-day prayer event, and the peace march (similar to the Blossom Parade). These are described in more detail below.

Weddings (when not included within the weekend ceremony above)

Type of activity	Frequency	Number of people	Day(s) of the week	Time	Activities
Prayers / wedding ceremony	Apprx once a month	Up to 700	Friday and Saturday	7am – 10pm	Ceremony within the building. Arrival / departure of guests from the site.

Peace march (activities only pertain to what occurs on the subject site, not what occurs beyond the site – all other necessary permits and consents from HDC would be obtained outside this application)

Type of activity	Frequency	Number of people	Day(s) of the week	Time	Activities
Peace march from the site to town and return to the site.	Once a year	Up to 700	Saturday or Sunday	7am-10pm	Ceremony within the building. Arrival / departure of peace marchers from the site.

Sportsday

Type of activity	Frequency	Number of people	Day(s) of the week	Time	Activities
Cultural games outside of the temple in the recreation area to the rear of the site	Once a year	300-400, (up to 700 in the future).	Friday – Sunday	9am-10pm	A sports day event attended by the Sikh community throughout the North Island. Microphone for talking and speakers. Music, but no amplified music. Arrival / departure to the temple.

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8-day prayer event (Monday to Monday)

Type of activity	Frequency	Number of people	Day(s) of the week	Time	Activities
Prayer	Once a year	300-400, (up to 700 in the future).	All week	24hours/day	Ceremony within the building. Arrival / departure to the temple.

Access and Car Parking

Richmond Road is categorised as a 'district collector' in the District Plan and is a formed two-way road. The proposed development includes a new vehicle access (with seven (7) metre wide vehicle crossing) to the site from Richmond Road enabling cars to enter and exit the site safely and efficiently. The current access and driveway along the northern boundary of the site will be discontinued.

On-site car parking is to be provided. One hundred and five (105) car parks are required, based on the carparking ratios set in the District Plan for the various aspects of the proposal (places of assembly, residential and the ancillary library building). Three (3) of the 105 car parks would be accessible car parks. Twenty (20) on-site cycle racks are to be provided and changing facilities (mens and womens toilets) are included in the design of the temple building. A loading bay designed with a minimum length of 8.5 metres and a minimum width of 3 metres can be provided on site.

The detail of the above is not provided for on the architectural drawings, as the plans present a conceptual layout which will be refined in the future. Conditions of consent can imposed to ensure these outcome however, together with a certification step prior to Building Consent if deemed necessary.

Traffic Generation

Peak hour traffic generated has been determined in the Traffic Impact Assessment to be 588 trips (294 inbound and 294 outbound). This calculation is based on the gross floor area of the temple (approximately 2,000m²) and peak time during a typical Sunday prayer event. In reality, the number of people attending a typical weekend prayer event would be up 400 and therefore likely to generate lower levels of traffic than the 588. However, for the purposes of the resource consent application a conservative approach is taken, and the 588 peak hour traffic generation is assessed.

Services

Servicing solutions are outlined in the Strata Group report provided in **Appendix 5**. In summary:

- The proposed stormwater system will see all hardstand stormwater run-off treated via a swale along the south east boundary prior to discharge into the HBRC drain. Roof water runoff will bypass the swale and connect into a combined discharge point into the HBRC drain. As recommended in the Hawke's Bay Water Way Guidelines, all runoff from the proposed site will be attenuated in a pond located next to the swale to

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match the pre-development peak flows for a 30-minute 50% Annual Exceedance Probability (AEP) rainfall event.

- All internal wastewater pipes from the temple and proposed dwellings will reticulate to a manhole and have a single discharge connection into the Hastings District Council (HDC) reticulated system. Whilst technically feasible, an approval will be required from the HDC to connect into the domestic network.
- The site has a well with an existing consent from the Hawke's Bay Regional Council to irrigate 3.8 hectares of process crops (200 mm diameter). The proposed water system will require a single connection to be drawn from the well on site to a ring main around the temple. The proposed dwelling will require a feed off the main line. Up to 20m³ of groundwater may be taken per day, however if a greater volume is required an application can be made to amend the conditions of the existing consent to allow water to be taken for potable supply. Firefighting supply is provided for under the RMA. Confirmation of existing bore flow rates in this regard and a subsequent solution will be determined at Building Consent stage.

Detailed servicing solutions will be developed at Building Consent stage, however the Strata Group report confirms that the proposed activity can be suitably serviced.

Earthworks

Earthworks involving cut and fill, as well as imported fill, are required to build up the site for a stable platform for the temple and immediate hardstand area. Earthworks will also be required for the creation of the stormwater treatment swale.

The total cut to fill is (2380m³ cut and 2331m³ fill) to sub-base. The amount of imported fill is estimated to be 3491m³. The imported materials will be required to achieve the design surface, and includes all surfaces treatments and concrete floor slabs. Pending on further analysis of the soil, there may be an option to re-use existing silts on site for mixing with imported hardfill.

Construction

Construction activities have not been detailed, except the level of earthworks as described above. The Traffic Assessment determines that construction traffic volumes will be less than the operational capacity of the site, and while involving heavy construction vehicles, these too can be accommodated on the local road network.

A Construction Management Plan to manage construction procedures, runoff, delivery times, noise and dust is proposed to be prepared and provided to Council for certification prior to commencing the works. This will include a construction traffic management component as well.



4. STATUTORY CONSIDERATIONS

Section 88 of the RMA allows any person to make a resource consent application, provided it is in the prescribed form and includes, in accordance with Schedule 4, an assessment of environmental effects in such detail as corresponds with the scale and significance of the effects that the activity may have on the environment.

Schedule 4 of the Act lists those matters that should, and must be included in an assessment of environmental effects, as well those matters that should be considered. These matters are referenced throughout the body of this report confirming that the application meets all the requirements of Section 88.

In accordance with section 104(1), and when considering an application for a resource consent and any submissions received, the consent authority must, subject to Part 2 of the Act, 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.

An assessment of the activities actual or potential effects in terms of Section 104D and Section 104(1)(a) is undertaken in Section 7 of this report, the conclusions of which are considered in relation to notification in Section 8 prior to continuing with the more substantive considerations of Section 104.

The relevant provisions of the Hastings District Plan in terms of section 104(1)(b) are considered in Section 9. Here we note that it is only the provisions of the Hastings District Plan that are relevant in terms of the various documents listed in s104(1)(b). Other Matters are considered in Section 10.

Part 2 of the Act contains Sections 5, 6, 7 and 8. Section 5 outlines the purpose of the Act, which is to "*promote the sustainable management of natural and physical resources*", and the meaning of the "*sustainable management*". Sections 6 and 7 contain "*matters of national importance*" and "*other matters*", while Section 8 provides for the principles of the Treaty of Waitangi. Part 2 of the Act is considered in Section 10 of this report where an overall assessment is arrived upon.



5. PLANNING DOCUMENTS

The proposal is subject to the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (**NESCS**) and the Hastings District Plan. A variation maybe required to the existing water permit. However, as this may or may not be required, and is not necessary to better understand the effects of the proposed landuse, it is not considered necessary to lodge any necessary consents with the Hawkes Bay Regional Council in terms of Section 91 of the Act.

5.1 National Environmental Standard for Assessing Managing Contaminants in Soil

The "National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health" (**NESCS**) applies to the following activities where they are undertaken on land on which an activity or industry included on the "Hazardous Activities or Industries List" (**HAIL**) has been, is or is more likely than not to have been undertaken;

- The removal of underground fuel storage system and associated soil
- Soil sampling
- Soil disturbance
- Subdivision of land
- Change in land use

As the property has been used historically as an orchard there is the potential for soil contamination at the Site. EAM have completed a Detailed Site Investigation (DSI) to provide an assessment of the sites contaminative status and to assess the human health risks for the proposed development. The DSI has been carried out in accordance with the NESCS. A copy of this report is provided in **Appendix 3**.

Comparison of the samples analysed with the NESCS values show that concentrations were present at levels considered minimal risk to human health with regards to the proposed activities at this site.

The findings from the DSI confirm that the site is 'Land not covered' by the NESCS, as provided for in regulation 9. Therefore, the NESCS is not applicable to this proposal and no further assessment is required.

5.2 Hastings District Plan

The proposal involves the following activities:

- (1) Establishment and use of a Place of Assembly involving a 2,000m² Temple building, a 120m² library building, and the remaining open space for access, car parking, and passive and active recreation activities for the Sikh community. The District Plan defines a 'Place of Assembly' as:



"means land and/or buildings used for the public and/or private assembly of people, primarily for worship, education, recreational, social, ceremonial, cultural, and spiritual activities for meditation, and functions of a community character. May include a church, church hall, church yard, and marae. Any charges for entry into or use of the facility may only be made by groups or organisations operating on a non-profit making basis."

- (2) Establishment and use of a new residential dwelling for the Head Priest of the Sikh Temple,
- (3) Earthworks,
- (4) Establishment of signage.

The activity status of each is determined below.

Places of assembly

Places of Assembly are not provided for in the Plains Production Zone and therefore default to a Non-complying Activity status under Rule PP37.

Residential dwelling

One residential dwelling per site is permitted, subject to complying with the relevant performance standards in 6.2.5. The proposed residential dwelling complies with the performance standards as demonstrated in a compliance table in **Appendix 8** of this application and in itself may be considered a **Permitted Activity**.

Earthworks

Earthworks are provided for as a Permitted Activity under Rule EM1, unless EM10 applies where the removal offsite of more than 25m³ topsoil, sand, gravel, metal or earth from any site in the Plains Zone requires consent as a **Discretionary Activity**. Consent is sought under **Rule EM10** in this case as not all of the silts excavated for the sub base and base of the building and hardstand area can be reused on site, and greater than 25m³ of material is required to be transported off-site.

Signs

Non-illuminated advertising devices [signs] are permitted under Rule ADS1 and external illuminated advertising devices under Rule ADS1, subject to compliance with relevant performance standards set out in 28.1.6.

The design, wording, location, and illumination of a sign that would help those locating the Temple is yet to be designed, however, any sign is expected to comply with the maximum total area of signs per site i.e. 2.5m² and will be limited to the purposes of stating the Sikh Temple name. Any external illumination will be designed to comply with the relevant performance standards relating to the Plains Production Zone. To this end, any signage is expected to fall within a **Permitted Activity** status. A subsequent application will be made if necessary.



Summary

The Place of Assembly and earthworks aspects of the proposal are to be assessed alongside each other as a Non-complying Activity and Discretionary Activity respectively.

6. CONSULTATION

In accordance with Schedule 4 of the RMA, an application for resource consent should:

1. Identify the persons affected by the proposal.
2. The consultation undertaken.
3. Any response to the views of any person consulted.

To avoid doubt, while the applicant is not obliged to undertake consultation, nor is there any grounds for expecting the applicant to consult with any person, the applicant is obliged to report on who may be affected by the proposal. This is expanded upon in Section 8 of this report.

7. SECTION 104D CONSIDERATIONS

In accordance with Section 104D of the RMA, a consent authority may only grant an application for a Non-Complying Activity if either;

1. It is satisfied that the effects on the environment will be minor; or
2. The activity will not be contrary to the Objectives and Policies of any Plan or Proposed Plan in respect of that activity.

Only one of these s104D tests needs to be met to enable the application to be considered under Section 104, and to be ultimately granted under Section 104B.

The effects-based gateway test is considered in Section 7.1 below where it is demonstrated that the scale of effects will in fact be less than in respect to some matters, and no more than minor in respect to others. The application can therefore go on to be considered under Section 104 and 104B of the RMA without the need to consider Section 104D(1)(b).

7. ASSESSMENT OF ENVIRONMENTAL EFFECTS

It has been determined in Section 5 of this report that the Place of Assembly aspect of the proposal is to be assessed as a Non-Complying Activity and earthworks component as a Discretionary Activity. These assessments are undertaken in Section 7.1 and 7.2 respectively.



7.1 Non-Complying Activity Component

There is no specific Assessment Criteria for Places of Assembly within the Plains Production Zone, nor are there any outcomes specified for the Zone on the matter. The Plan is essentially silent in this regard.

However, places of assembly are Restricted Discretionary Activities in the Hastings Residential Zone, and 7.2.8E sets out the matters that the Council will consider. While the amenity and function of the Hastings Residential Zone is different to the Plains Production Zone, the overall headings used in the list are a good starting point to consider the potential breadth of effects, and therefore are listed below:

1. Outcomes of the Standards

- (a) *The ability of the activity to achieve the particular stated outcome of the General or Specific performance standard(s) and terms which the activity fails to meet.*

2. Design and Appearance

- (a) *Whether the development will integrate with the surrounding area. Particular regard is given to the following:*
 - *the density of buildings in the vicinity;*
 - *how well the proposed building(s) relate to existing buildings, including building width, height, mass and position on the site;*
 - *Whether the activity will occur within existing buildings.*
- (b) *Height, bulk, form and scale*
 - *The extent to which the design of proposed buildings(s) will manage the height, bulk, form and mass of the building(s) to integrate with the character of the surrounding area.*
- (c) *Connection to the street*
 - *Whether buildings 'front' onto the street, including main pedestrian entrances to buildings to promote safer and active street frontage.*

3. Infrastructure Servicing

Whether the site is subject to infrastructural constraints relating to water supply, disposal of wastewater or stormwater. The following matters will be considered:

- (a) *Whether the resource consent application demonstrates how many infrastructural constraints can be remedied or mitigated so that the activities can be adequately serviced.*
- (b) *Integrates the use of "low impact stormwater design methods (or alternative stormwater management methods where necessary).*

4. Traffic Generation and Access

The extent to which the development provides safe and adequate access to both vehicles and pedestrians in the vicinity of the activity. Particular regard is given to the following:

- (a) *Whether the location and design of vehicle access to and from the site is safe for all road users;*
- (b) *Whether the number of vehicle movements generated by the activity will adversely affect the activity will adversely affect the functioning of the road network and /or the safety of pedestrians, cyclists and vehicles using the network.*
- (c) *The extent to which carparking is provided on site and whether any shortfall will have to be accommodated on the street.*



5. Carparking and Hardstanding

- (a) Whether the on-site car parking layout enables a safe area for the setting down or picking up of persons using the facility.
- (b) Whether hardstanding areas are kept to a minimum to allow for better amenity to be created from landscaping and/or incorporate low impact urban design stormwater solutions.

6. Amenity

Whether the amenity of the residential environment will be adversely affected by the scale and/or intensity of the activity. The following matters will be considered:

- (a) The number of patrons and/or staff on the site at any one time;
- (b) Whether the hours of operation are appropriate to maintain the residential amenity of the area. In particular, whether an activity will operate outside usual office hours (8am - 5pm).
- (c) The proximity of the activity to adjacent residential activities and anticipated number of transportation movements (including pedestrians and vehicular traffic).
- (d) Whether the proposed activity is located in an area where there is already one or more non-residential activities in close proximity and the effect on residential amenity.

7. Noise

Whether noise arising from the activity including the congregation of people and movement and parking of vehicles, will have adverse effects on the amenity of the surrounding residential area and whether solutions to mitigate noise are proposed.

8. Utility Areas

Whether the layout of utilities associated with the activity are considerate of adjoining residential activities. The following matters will be considered:

- Location of units/ buildings/parking areas
- on-site communal facilities
- Clothes drying areas
- Play areas
- Screening of rubbish collection areas from the street and / or adjoining properties.

9. Landscaping

Whether a landscaping plan is provided with the application demonstrating how:

- Landscaping enhances the visual appearance of the development, including around parking area, utility areas and site boundaries.
- Landscaping 'softens' the appearance of larger buildings and / or particular elevations of buildings;
- existing trees and mature Landscaping will be retained where practicable.

10. Natural Hazards

- (a) Whether the activity is or will be located within an identified natural hazard area as defined in Section 15.1 of the District Plan (Natural Hazards) or shown on District Plan Maps and Appendices 57-58.
- (b) Where the activity is located within an identified natural hazard area the activity shall be assessed against the Restricted Discretionary Assessment Criteria listed under Section 15.1.6.1 of the District Plan.

Using the above matters as a starting and consolidating them into broader topics to assess, the Place of Assembly activity within a Plains Production Zone can be considered in regard



to the following groups of effects, and form the headings of the Assessment of Effects to follow:

- Scale of development and effects on open space of the Plains Production Zone
- Traffic generation, access and car parking
- Noise effects
- Effects on the soil resource
- Servicing
- Effects on Amenity
- Construction effects

The outcomes associated with the provisions with which the proposal fails to comply are also relevant. These primarily include the following in regard to height and building coverage:

"The amenity value of the Plains Production Zone will be maintained by preventing tall, obtrusive structures or buildings, especially on a largely flat plain."

"The life-supporting capacity of the Plains soil resource will be safeguarded and the amenity of the Plains Production Zone will be protected by limiting the total scale of buildings on and sealed areas over smaller sites."

"The potential negative environmental effects associated with the increase in stormwater runoff created by the development activity will be avoided, remedied or mitigated."

These are considered in the round within the topics above and are referred to specifically where relevant.

Firstly however, it is fair to consider the positive effects of the proposal.

7.1.1 Positive Effects

The proposed temple and ancillary activities (residential dwelling, library and recreation area) will enable the Sikh community to provide for their social and cultural wellbeing. The Sikh community in Hastings, and broader, the Hawkes Bay region, has been growing consistently and their existing temple (Gurdwara) has become too small to accommodate everyone.

Collectively, the Hastings Sikh community aim to have one single Temple that can accommodate their regular weekly prayer sessions, for those across the region. The scale of the temple is such that larger events can be accommodated, and people from beyond the region can attend. To this end, the temple will attract visitors to the district, who will also spend while they are here. The first objective of the Sikh community is to provide for the social and cultural wellbeing of their Sikh community, the value of which cannot be overstated, yet there will also be secondary economic benefits on the wider community particularly, when the temple is used to for larger events and a greater number of people visit the district.



7.1.2 Scale of Development and Effects on the Open Space Amenity Value of the Plains Production Zone

The subject site is within an environment that is made of a mix of buildings and activities, the majority of which are industrial, rather than an environment that is completely devoid of buildings and open.

The scale of industrial buildings that neighbour and surround the site to the north-west, west and south-west are large and multiple times the size of the 2,000m² GFA temple.

The proposed temple building will have a similar footprint area as many buildings within the Plains Production Zone that are permitted as of right. When considering a level of development that could be carried out under the PDP rules, the same size building as the Temple could be built on Plains Production zoned properties surrounding the site, with no further consideration of changes to the existing level of open space.

The Temple has been designed so that it is a regional facility, one that is future-proofed for growth of the Sikh population and attraction to the Sikhism faith. To that end, the scale of the temple is large compared to more urban-based places of assembly that are nestled amongst residential or commercial properties. However, when the building is set on the subject site, there is sufficient space to provide significant yard setbacks and to locate the building relatively central within the site. This allows open space to circulate the building and allows a large recreation area to the rear of the property.

Overall, the scale of the temple (2000m²), and ancillary buildings such as the library (120m²) and the residential dwelling (260m²) are appropriate for the subject site and will have no more than minor effects on the existing levels of open space present within the surrounding area.

7.1.3 Traffic Generation, Access and Car Parking

As outlined above, a Traffic Impact Assessment has been undertaken by Traffic Design Group/Stantec. This has considered the following:

- The existing nature of Richmond Road and its existing traffic environment,
- Crash history within the local roading network.

The report also considers the following with regards to the proposed development:

- Car parking demand and loading requirements,
- Anticipated traffic generation,
- Traffic effects on Richmond Road, and
- Traffic effects during construction.

The findings of TDG Traffic Impact Assessment conclude that the Sikh Temple will generate its peak level of traffic during a Sunday peak hour, during which time the overall background traffic volumes will be lower than typical weekday peak hours. In this regard, it has been



determined that there is likely to be sufficient residual capacity on the road network to absorb the predicted increase in vehicular traffic associated with the Temple.

With respect to the new access onto Richmond Road, TDG/Stantec make the following conclusions:

- The proposed access arrangements will see the positioning of the proposed vehicle crossing serving the Sikh Temple implemented along the western boundary of Richmond Road. All modes of transport will access and egress the site via this access. The crash data reported earlier shows that there is no historical evidence to suggest that the location of the proposed access location experiences any issue regarding road safety. The implementation of a new access, along with appropriate carriageway and roadside signage will provide sufficient warning to other road users approaching the proposed access to ensure road safety is not compromised.
- Sightline distances on both the southern and northern approaches exceed the minimum standards of 181m in both directions and shown in Appendix B.
- The width of the access will be 7 meters. This is above the requirements set out within the District Plan and ensures that vehicles can enter / exit the site safely.
- The access design satisfactorily meets the requirements within the District Plan and will not negatively impact on the operational safety and capacity of the local road network.

With respect to construction traffic, TDG/Stantec make the following conclusions:

- A Construction Management Plan ("CMP") addressing the construction of the proposed development will be prepared and submitted to the Council in due course, incorporating a Construction Traffic Management Plan ("CTMP") that sets out the associated forecast construction traffic volumes prior to any works beginning. These levels will be lower than the operational capacity of the site, which can be accommodated by the local road network, as outlined above. Therefore, the number of construction vehicles can also be accommodated on the surrounding road network.
- The adjacent road network can accommodate large vehicles, via which direct connections are available from and to the wider strategic road network.
- The site itself will be laid out to allow construction vehicles to access and egress the site in a forward gear, without any reverse manoeuvres being required on the adjacent road network. It is not envisaged that any Temporary Traffic Management (TTM) will be required.

The overall conclusion from TDG/Stantec is that it is satisfied that the development impact from the proposed temple development has been considered and will be designed in such a way as to provide suitable and adequate facilities to accommodate the vehicle demands generated by the new development. It is assessed that the proposed development would not cause adverse effects on the function, safety or capacity of the adjacent road network.



Based on the technical assessment contained in the TDG/Stantec report, it is considered that the actual and potential adverse effects on the safety and efficiency of the local road network will be less than minor.

7.1.4 Noise Effects

An acoustic report prepared by EARCON supports this AEE. The acoustic assessment investigates the effect of the noise generated by the activities of the temple on the neighbouring areas and the requirement of meeting the noise standards of the Hastings District Plan.

The activities and hours of use to occur at the Temple site are set out in Section 3 of this application and are the basis for the acoustic assessment. They have also been set out in Section 2 of the Acoustic Report.

In summary, the temple development will be used on a regular daily and weekly basis. The temple is open for quiet prayer 24 hours a day, seven days a week. However, the majority of set and organised prayer time is over the weekend from Friday night – Sunday, finished by 8pm any of these nights. The acoustic report finds that the primary noise source associated with this activity is anticipated to be traffic related noise i.e. cars entering /exiting the site, parking, car doors opening/closing.

The potential noise sources generated from the various 'special ceremonies' held at the temple over the year will include traffic related noise, people talking in the recreation area, recreation noise from cultural games (including this use of microphones and speakers) and music (no amplified music outside or inside the temple).

The acoustic assessment concludes the proposed temple development and its future uses can comply with the District Plan noise levels. Of note are two other provisions within the District Plan that are relevant to understand in considering the type of activities that are proposed at the site and gives further context as to what is intended to be tolerated at any site within the district.

The District Plan specifically exempts noise generated from recreation activities (of a normal nature such as sporting events) between the hours of sunrise and sunset in Rule 25.1.6(B). While this exemption is not relied upon to demonstrate compliance, it is appropriate to acknowledge in the AEE; that a tolerance of normal recreation activities is provided for and should be part of any environment.

The temporary events provisions in the District Plan are also relevant in providing context for the special events, and the relaxation of noise levels to enable certain celebrations to occur and be tolerated by the community. Again, these provisions are not relied upon to demonstrate compliance with noise standards, however it is interesting to note that one off annual events, such as the peace march and the generation of noise from vehicles arriving and people congregating in association with such events, are provided for.

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If there is any remaining concern, a review condition enabling a re-examination of noise generated at the site or adoption of a management plan would be the most appropriate response as opposed to further regulation at this stage. Indeed, for the purposes of this assessment, and based on the findings of the acoustic assessment (that the range of activities proposed can comply with the Plains Production Zone noise provisions), effects on the immediate environment surrounding the subject site are considered to be less than minor.

7.1.5 Effects on the Soil Resource

The temple development has a total building footprint of (1380m²). The estimated hardstand area to provide for access, driveway, car parking and, loading areas, could be up to 5,046m² in area.

The building development would remove the area from the overall soil resource of the Plains Production Zone. The importance of the versatile soil resource and the strong policy direction to protect it for current and future generations is understood and acknowledged. However, there are times when the community needs to weigh this with other activities that also contribute to the wellbeing of current and future generations.

Overall, it is considered that the building development and hardstand area is a small area of plains land compared to the entire zone. The nature of the activity is that only one single temple shall be built, and not repeated elsewhere on the plains.

In the context of all buildings and hardstand that are permitted by the District Plan to extend over the soils resource, this single non-repeatable development is considered to have no more than minor adverse effects on the soils resource.

Although the quality of the soil is not disputed, the comments from Logan Stone that from a Valuation perspective the land has limited if any appeal for production and that the proposal will utilise an otherwise unattractive rural land parcel that is marginal due to its position and nature are noted. It is also noted that the likelihood of amalgamation to create a larger more productive block is somewhat limited by the drain, municipal wastewater network and road corridor, which all act to provide operational constraints. Although not necessarily relied on, these points support the view reached above.

7.1.6 Servicing

Strata Group have prepared a land development report which details how on-site servicing can be provided for. The collection of stormwater from the hardstand area and rooftops has been assessed, and a preliminary low impact stormwater design is set out. Overall, the site can be suitably serviced, and associated effects considered to be less than minor.

7.1.4 Effects on Amenity

The subject site is set amongst the edge of two different urban environments, with the amenity considerations of the residential properties to the south-west being different to those of the



industrial activities to the north-east, east and south-east. These are considered below together with the amenity values of the Plains Zone to the north west and south east.

Residential Zone

The properties located off Northwood Avenue, including the cul-de-sac Watt Court and Smidt Lane, have residentially developed properties that mark the north-east extent of the Hastings Residential Zone. Immediately beyond these properties is an acoustic noise fence, originally developed as mitigation for the northern arterial link road. The northern arterial road was not granted consent/designation and so there is an undeveloped road corridor of approximately 50m in width that separates the aforementioned residential properties from the subject site.

The acoustic fence presents a visual and acoustic divide between the residential area and beyond and reduces the outlook towards the plains, the subject site and the industrial activity beyond.

The Temple will be a unique building. The maximum height of the dome feature reaches 13m, yet majority of the building is two levels at approximately 8.2m in height. The Plains Production Zone does provide for commercial and industrial buildings of up to 15m in height. Such buildings could be established much closer to the residential interface, compared to the positioning of the temple.

It is also noted that religious buildings are not foreign to a residential environment, and that the site is not located within an Outstanding Natural Feature or Landscape, Significant Amenity Landscape, Rural Character Landscape or Coastal Character Landscape.

Overall, and supported by the considerable setback distances and assessments in relation to noise and traffic, the effects of the proposal on residential amenity values will not be inconsistent with residential environments and are considered to be less than minor on the adjoining residential environment.

Industrial Zone

The industrial zones opposite the subject site and those along Tomoana Road operate within different amenity levels, where visually the buildings are large and utilitarian. Light and heavy traffic associated with industrial activities is anticipated and noise within the industrial sites can be louder than the Plains. Unlike the nearby residential activities, noise levels at the zone boundary will not apply to the temple development. So, in the future, if an industrial development expands, then noise assessments may not need to take into account the degree of effect on the temple, as compared with other noise sensitive activities.

The Sikh community have bought the subject site knowing full well it is within a mix use environment and do not have expectations of continued high amenity, particularly from noise and traffic resulting from their industrial neighbours. However, should a no-complaints condition be considered appropriate and necessary, then the applicant would not object.

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Remaining Plains Zone

A residential dwelling at 30 Richmond Road is the closest sensitive activity to the proposed temple development. Relocating the access further along Richmond Road will avoid adverse effects from traffic entering/exiting the temple site, and noise levels have been shown to comply.

The outlook from the house at 30 Richmond Road, towards the site, will be directly at the new residential dwelling for the head priest, with the temple in the distance. The potential for landscape planting to soften/screen views of the site would be considered by the applicant, through the development of a landscape plan as a condition of consent. Similar views can be applied to the south east property, noting the presence of an existing shelter belt. Based on the findings above, and effects on the amenity of adjoining parties are considered to be less than minor.

Beyond 30 Richmond Road is a contractors yard and residential dwellings at 34 Richmond Road. While the temple is likely to be viewable, at a distance of approximately 300m the impact of the temple will be further reduced. The Plains Production Zone continues towards Pakawhai Road, where potential adverse effects on amenity are increasingly reduced through distance.

As above, should a no-complaints condition be considered appropriate and necessary, then the applicant would not object.

Overall, in terms of the three different environments and levels of amenity that the subject site is part of, it is considered that the actual and potential adverse effects generated from the establishment and use of the Sikh temple will be less than minor.

7.1.7 Construction Effects

Construction to enable development is evitable, and effects need to be managed to ensure that the scale of nuisance and inconvenience will be acceptable. In this regard, works will be limited to 7.00am-6.00pm Monday – Friday and 8.00am-1.00pm Saturdays (and on public holidays), while a Construction Management Plan is proposed to be prepared and provided to Council for certification prior to commencing the works. As a minimum, this is expected to cover construction procedures, runoff, construction traffic and delivery times, noise and dust.

7.2 Discretionary Activity Component

7.2.1 Earthworks

The following discussion considers the relevant Assessment Criteria in Chapter 27.1.7. We note however that the earthworks will involve any significant cuts and will be limited to scaping topsoil to form building foundations and access ways and shaping the stormwater solution.



27.1.7A LAND DISTURBANCE AND VEGETATION CLEARANCE

- (a) The effects of land disturbance and vegetation clearance will be assessed in terms of their effects on:
- (i) The life-supporting capacity of soils.
 - (ii) Soil erosion and stability.
 - (iii) Soil Runoff and Sedimentation.
 - (iv) Natural landforms and contours.
 - (v) Flora and fauna.
 - (vi) Significant cultural, ecological and historic heritage sites (including archaeological sites).
 - (vii) Composition and characteristics of any fill used.
- (b) In making an assessment, regard will be had to the following:
- (i) The extent of removal of vegetation, topsoil and subsoils at any one time.
 - (ii) Methods to separate soil horizons during stripping.
 - (iii) Measures to safeguard the life supporting capacity of stockpiled soils.
 - (iv) The potential or increased risk of hazards from the activity, including potential risk to people or the community.
 - (v) Sediment control measures, including measures to prevent sediment run-off into Council's reticulated network.
 - (vi) Rehabilitation of site (including backfilling, re-spreading of subsoil and topsoil, contouring, repasturing and revegetation).
 - (vii) Land capability and potential end uses of the site.
 - (viii) Information on any relocation of fill on or offsite.
 - (ix) Siting, construction and maintenance of internal access roads.
 - (x) Effect on flow paths and floodways.
 - (xi) Measures to avoid the disturbance of archaeological sites (noting that any disturbance of an archaeological site will require separate approval under the Heritage New Zealand Pouhere Taonga Act 2014).

Comments

The matters outlined in (b) have been considered in coming to the following views around the matters listed in (a):

- As outlined above, effects on the life supporting capacity of the soil can be considered minor,
- As essentially flat land the site is not particularly susceptible to instability or erosion and the proposed earthworks will not result in or exacerbate such matters,
- Runoff and sediment control can be managed by standard industry practices,
- The finished contour will essentially reflect the existing,
- There are no known cultural heritage or archaeological sites on the property, however conditions and advice notes can be imposed in relation to construction management and the unexpected discovery of archaeological sites as is common for development projects,
- As the site is not a HAIL site the NESCS is not applicable and there will be no soil contamination issues with any soil removed from the site,
- Traffic in relation to removing soil from the site will be considered in the Construction Management Plan,

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- Fill will be suitable for use.

27.1.7B VISUAL IMPACT

- (a) The visual effects of the activity will be assessed in terms of its potential effect on:
 - (i) The residential or recreational (including tourism) use of land in the vicinity of the activity.
 - (ii) The existing character of the locality and amenity values.
 - (iii) Whether the land is covered by Outstanding or Significant Landscape Areas will be assessed under the Assessment Criteria 27.1.7F.
- (b) In making that assessment regard shall be had to:
 - (i) Planting, screening and other amenity treatment to minimise visual impact.
 - (ii) Site location including locality, topography, geographical features, adjoining land uses.
 - (iii) Height of soil stockpiles and cuttings.
 - (iv) Rehabilitation of the site, including contouring, landscaping and re-vegetation.
 - (v) Duration, rate and extent of extraction.
 - (vi) Lighting - intensity, direction and positioning of lighting in relation to the effects of glare on the surrounding environment and adjacent land uses.

Comments

The matters outlined in (b) have been considered in coming to the following views around the matters listed in (a):

- The proposed earthworks are relatively minor and will occur at a scale that is consistent with the sites rural surrounds,
- The site is not located within or near an area of Outstanding Natural Value,
- Rehabilitation, including grassing and landscape planting will occur as construction is completed.

27.1.7C EFFECTS ON OTHER LAND USES AND ADJOINING PROPERTIES

The extent to which the activity will interfere with, or adversely affect, the current use of the land on which the activity is sited, or adjoining land uses. Consideration will be given to any potential effects of the proposed activity on adjoining properties and land uses, such as effects on surface drainage patterns, dust nuisance, or adverse effects on adjoining buildings. Permanent effects will be given more weight than temporary effects. Consideration will also be given to methods to avoid adverse effects on land use activities which are allowed in the Zone where the activity is located, such as the distance of activities from boundaries, and methods to avoid disturbance to adjoining properties, including livestock, particularly during birthing, and dust on fruit, particularly during harvesting season.

Comments

The proposed earthworks will have no effect on other land. Dust will be managed via standard industry practices.

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**27.1.7D NOISE**

In assessing the impact of noise, regard shall be had to the noise sensitivity of the receiving environment, including adjacent land uses, where it is proposed to undertake the activity. Consideration will also be given to hours of operation of the activity.

Comments

Construction noise will be managed according to District Plan standards.

27.1.7E EFFECTS ON SPECIFIC DISTRICT WIDE ACTIVITIES AND LOCATIONS

The extent to which the activity will interfere with, or adversely affect:

- (a) Access to and along watercourses and waterbodies.
- (b) Recreation, Conservation or Natural Areas (see District Plan Section 13.1 Open Space Environments).

Comments

Not applicable to this site.

27.1.7F EARTHWORKS WITHIN OUTSTANDING NATURAL LANDSCAPES (ONFL)**Comments**

Not applicable to this site.

27.1.7G ADDITIONAL SPECIFIC ASSESSMENT CRITERIA FOR MINING AND EXPLORATION ACTIVITIES ONLY**Comments**

Not applicable to this activity.

In summary, the extent of earthworks is unlikely to have any significant adverse effects on people, property and the environment, including effects on the character and visual amenity of the area. Overall, the effects of the proposed earthworks can be considered less than minor.

8. NOTIFICATION

There is no presumption in the RMA itself as to whether or not an application will be notified and a consent authority has discretion in determining whether or not notification is necessary. This assessment is primarily governed by Section 95A and Section 95B of the RMA.



8.1 Section 95A Assessment – Wider Environmental Effects

Section 95A of the RMA considers the need for public notification and sets out four steps in a specific order to be considered in determining whether to publicly notify.

In terms of Step (1), public notification has not been requested, Section 95C pertaining to notification in the event that further information is not provided under Section 92 is not applicable, and the application is not being made jointly with an application to exchange recreation reserve land under section 15AA of the Reserves Act 1977.

In terms of Step (2), none of the circumstances in subsection (5) that would preclude notification apply. We therefore move to Step (3).

Step (3) requires notification if specified in a rule of a Plan or a National Environment Standard, or if in accordance with section 95D, the activity will have or is likely to have adverse effects on the environment that are more than minor.

As there is no rule requiring public notification and that the assessment in Section 7 has determined that there will be no effects classified as more than minor, notification under Step (3) is not necessary.

Finally, Step (4) requires notification in the event that special circumstances exist.

Special circumstances have been defined as circumstances that are unusual or exceptional but may be less than extraordinary or unique (*Peninsula Watchdog Group (Inc.) v Minister of Energy* [1996] 2 NZLR 529 (Court of Appeal)).

Special circumstances must also be more than where a council has had an indication that people want to make submissions and must be more than just the fact that a large, contentious or interesting development is proposed. On balance, the proposal is not considered to involve any special circumstances.

Having considered the steps in Section 95D, public notification is therefore not necessary.

8.2 Section 95B Assessment – Effects on the Local Environment and Particular Parties

While public notification is not necessary, any effects of the proposal on the local environment and upon particular parties must still be considered. This is addressed through Section 95B of the RMA, which has four steps similar to Section 95A.

In terms of Step (1), there are no affected protected customary rights or customary marine title groups in terms of subclause (2).



Subclause (3) considers whether the proposed activity is on, or adjacent to, or may affect land that is the subject of a statutory acknowledgement made in accordance with an Act specified in Schedule 11, and then as second step, whether the person to whom the statutory acknowledgement is made is an affected person under section 95E. The site is not located within any Statutory Acknowledgement areas.

In terms of Step (2), none of the circumstances in subsection (5) that would preclude limited notification apply. We therefore move to Step (3).

Step (3) requires the consent authority to determine, in accordance with section 95E, whether there are any affected parties. Section 95E states that a person is an affected person if the consent authority decides that the activity's adverse effects on the person are minor or more than minor (but are not less than minor).

This decision-making process is the role of the Council, and although adjoining and nearby occupiers and owners may be interested and affected to a degree, the assessments in Section 7 demonstrate that the actual scale of any such effects in relation traffic, noise, visual outlook, potential reverse sensitivity matters, and overall amenity values will indeed be less than minor. Specifically:

- Based on the technical assessment contained in the TDG/Stantec report, it is considered that the actual and potential adverse effects on the safety and efficiency of the local road network will be less than minor,
- The noise effects are considered to be less than minor,
- In considering the three different environments (residential, plains and industrial) and the respective levels of amenity that neighbour the subject site, it is considered that the actual and potential adverse effects generated from the establishment and use of the Sikh temple on amenity values will be less than minor,
- Temporary construction effects will be managed to ensure that the scale of nuisance and inconvenience is tolerable and therefore less than minor,
- The extent of earthworks is unlikely to have any significant adverse effects on people, property and the environment, including effects on the character and visual amenity of the area. Overall, the effects of the proposed earthworks can be considered less than minor.

Step (4) is the similar to Step (4) in Section 95A but concentrates on whether there are any special circumstances that warrant notification of the application to any other persons not already determined to be eligible for limited notification. There are no circumstances that have not already been considered.

9. RELEVANT OBJECTIVES AND POLICIES

In accordance with section 104(1)(b) of the RMA, a consent authority must, subject to Part 2 of the RMA, have regard to the relevant provisions of any statutory plans and policy statements. This includes any relevant provisions of:



- i) National Environmental Standards (**NES**)
- ii) Other regulations
- iii) National Policy Statements
- iv) The New Zealand Coastal Policy Statement (**NZCPS**)
- v) Regional Policy Statements or proposed Regional Policy Statements (**RPS**)
- vi) A Plan or Proposed Plan

The provisions of the Hastings District Plan are considered to be the most relevant. Here we note that while the proposal involves a Non-complying Activity component, the following considers the full proposal in the context of Section 104(1), as in 'have regard to the relevant provisions of the Plan', and not in a Section 104D(1)(b) context which is 'will the activity be contrary to Objectives and Policies of the Plan'. Indeed, the non-complying Place of Assembly aspect has passed the effects-based gateway test thus the questions and higher tests posed by Section 104D(1)(b) are no longer pertinent.

The District Plan contains some 12 Objectives and 26 Policies across Chapters 2.8.4, 5.1.3 and 5.2.3 pertaining to the Rural Environment, some of which have been briefly traversed in Section 2 above.

The site is located within the Plains Production Zone of the Hastings District Plan, which along with the Plains Settlement Zone, is part of the larger 'Plains Environment'. The *Plains Environment* encompasses the Heretaunga Plains surrounding the Hastings urban area and is described in the District Plan as being central to the economic and social wellbeing of Hastings and the wider Hawke's Bay community. This is due to the class of soil the area supports, and its ability to be versatile and sustain a wide variety of horticultural uses. The District Plan articulates the importance of the Plains Environment and seeks to protect the soil resource so it is available now and for future generations. The District Plan sets objectives, policies and anticipated environmental outcomes at both a strategy and zone level.

Plains Environment – Strategic Management Area (SMA)

Chapter 6.1 of the District Plan sets out the overall strategy to manage land use in the Plains Environment, with three (3) Objectives setting the scene for resource management of the Plains Environment. Objective PSPO1, being the most applicable, is set out below:

Objective PSMP01: The land based productive potential and open nature of the Plains environment is retained.

Policies PSMP1 – PSMP3 direct the use, development and protection of the Plains and allow for the use of the Plains for 'land based primary production'. Policy PSMP3 requires new activities and buildings to not compromise the Plains 'open nature and amenity arising from land based production'. Policy PSMP4 enables industrial and commercial activities that are directly linked to land based production to be an appropriate use in the Plains Environment. Further, Policy PSMP6 provides for other primary production activities to establish in the Plains, even if these activities do not require the use of the underlying versatile soils.



Policy PSMP5 directs the establishment of clear and distinct urban boundaries and references the use of the Heretaunga Plains Urban Development Strategy (HPUDS) in the Explanation.

Objective PSMP2 and Policy PSMP7 relate to the Plains Settlements and restrict the Residential expansion of Whakatu and Paki Paki. This is not relevant to the subject site, so no further consideration of these policies is made.

Objective PSMP3, and Policies PSMP 8 and 9 acknowledge the existing Marae based settlements at Omahu and Bridge Pa and provide for (and limit) new development for Marae based activities, industry and papakainga housing. This is not relevant to the subject site, so no further consideration of these policies is made.

Assessment

There are no objectives and policies that direct the provision and/or restriction for community activities, recreation activities, or places of assembly. The understanding taken from the strategic direction of the District Plan is that the Plains Environment, when considered at a district level and generically, is not the place for such activities, despite acknowledging that the resource provides for the economic and social wellbeing for Hastings and wider Hawkes Bay.

This leads to the question 'where are places of assembly welcome within the district, and in which zone should they establish'? The District Plan directs places of assembly to the Commercial zones, and to a degree the residential zones. However, the feasibility, availability, amenity considerations and overall land economics are major constraints to the concept of establishing a large Place of Assembly, in a commercial or residential zone.

Plains Production Zone

The Plains Production Zone surrounds the urban areas of Hastings, Havelock North, and Flaxmere, and also includes parts of the Esk, Tutaekuri, and Ngaruroro river valleys. The District Plan describes this land as being *intensively used and safeguarding the natural soil resource on the Plains with consequential benefits for productive capacity, is crucial to the future wellbeing of the District.*

There are nine objectives that set the scene for the Plains Production Zone. The following provides an analysis of the relevant objectives and policies.

OBJECTIVE PPO1	To ensure that the versatile land across the Plains Production Zone is not fragmented or compromised by building and development.
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Policies PPP1 – PPP7 provide the actions required to fulfil the above objective, and of relevance to the proposed Temple development PPP3 states:

Policy PPP3	Limit the number and scale of buildings (other than those covered by Policy PPP4) impacting on the versatile soils of the District.
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The reference to PPP4 is an enabling policy for accessory buildings for land based primary production activities. For example, the zone rules permit such accessory buildings subject to performance standards including building coverage and maximum height. Therefore PPP3 suggests there will be a limit on the number and scale of all other buildings not directly linked to land based primary production activities.

The Temple building is a two-level structure (exclusive of the architectural dome) with a 1,000m² footprint (2000m² GFA). The scale of the building, when considered within the neighbouring industrial context and set centrally within the 3.8ha site, is of a scale suitable for the site. The provision of car parking on site and circulation areas, as well as the residential dwelling on site is likely to exceed the maximum site coverage area of 1,500m² set in the performance standards, but less than the alternative measure of 35% of the site. This has nevertheless been weighed in the assessments above where the associated effects on the soils resource have been demonstrated to be no more than minor.

Policy PPP5 directs the allowance of residential uses in the Plains Production Zone. Multiple dwellings are not envisaged, but a principle house and supplementary house are provided for. While not related to land based primary production, the Temple development includes a dwelling for the head priest to live in on site. No other residential activities are proposed or envisaged for the future. Overall, the scale of residential use is provided for by the Plan.

Policy PPP6 relates to the creation of lifestyle properties. The use of the property at 28 Richmond Road is not intended as a lifestyle property.

Policy PPP7 establishes the urban limits as required by HPUDS. The subject site and adjoining property to the south-east are both surrounded by urban development. The result being, these two flat paddocks have residential neighbours to the south-west, and west, and industrial neighbours to the east, south-east and south. The properties within the Plains Production Zone from the site towards Pakawhai Road are relatively fragmented and operate in small holdings. Consequently, the subject site is within an area where the rural and urban boundary is not clearly defined.

OBJECTIVE PPO2 To provide for flexibility in options for the use of versatile land.

Policy PPP8 provides for commercial and industrial activities to establish in the Plains Production Zone, so businesses can add value at the site. The zones rules reflect this policy whereby industrial activities such as coolstores i.e. those activities involving processing, storage and/or packaging of agricultural, horticultural and/or viticultural crops and/or produce can establish buildings/facilities up to 2500m² in gross floor area². Other smaller sized activities are also enabled, some retailing, visitor accommodation, all other industrial or commercial activities within specified limits.

Policy PPP9 – PPP12 provides/directs how other land use activities in the Plains Production Zone are to be provided through a Discretionary Activity consent process. There are no

² Subject to complying with the site coverage (building and hardstand) allowance of 1500m²



activities relating to the provision of social or cultural activities that may need to be located within a semi-rural environment.

OBJECTIVE PPO3

To retain the rural character and amenity values of the Plains Production Zone.

Policy PPP13 states *require that any new development or activity is consistent with the open and low scale nature that comprises the rural character and amenity of the Plains Production Zone.*

Typically, the Plains Production Zone does reflect an open environment, with limited buildings, where crops, orchards, vineyards and or agricultural activities are predominant. The subject site is not within an environment like this. Rather, the site is within an environment where there is a mix of activities, with a dominance of large industrial activities and buildings. The amenity values are not entirely generated by rural characteristics or activities, therefore a different baseline in which to assess the effects of the temple development upon the existing environment.

PPP14 states *require that any new activity locating within the Plains Production Zone shall have a level of adverse effects on existing lawfully established land uses that are no more than minor.*

The effects assessment demonstrates that the actual and potential adverse effects on adjoining and adjacent parties, and the wider environment will be less than minor.

PPP15 states *noise levels for activities should not be inconsistent with the character and amenity of the Plains Production Zone.*

EARCON has assessed the activities against the Plains Production noise standards and conclude, compliance can be achieved with the Plains Production noise standards.

OBJECTIVE PPO4

To enable the operation of activities relying on the productivity of the soil without limitation as a result of reverse sensitivities.

The above objective has one associated policy (PPP16), which states *require that any activity locating within the Plains Production Zone will need to accept existing amenity levels and the accepted management practices for land based primary production activities.*

While there is limited scope for significant rural activities to occur near the site, and more potential for adverse effects associated within the nearby industrial activities, the use of the site will largely be within the temple and at times within the grounds. The potential for reverse sensitivity effects, generated by those using the Sikh temple, is low.

Objectives PPO5 and PPP17 recognise and provide for viticulture, wine production and wineries (including retail and entertainment). The Plains Production Zone rules list wineries as Permitted Activities, subject to specific thresholds. The provisions also state that this particular

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land use provision cannot be used as a permitted baseline comparison, because of the unique provision of enabling the vertical integration of growing grapes, producing wine and eventually sales is acknowledged. However, it is still interesting to consider that throughout the Plains Production Zone, a number of properties could potentially support wineries (as permitted activities) up to 2500m² gross floor area. In comparison, the Sikh community only need one Temple, of a similar scale, across the entire region.

Objective PP06 and PPP18 provide for existing regional infrastructure facilities, with special reference to the Bridge Pa Aerodrome. This objective and policy are not relevant to the proposed development.

Objectives PP07 and PPP19 seek to ensure integrated management of the land and water resources and to work collaboratively with Hawke's Bay Regional Council. The application acknowledges that a variation to the existing water permit to take water via the existing in order to provide potable water supply may be necessary, while stormwater runoff will be treated via a swale system before discharging to the open drain that runs the southern boundary of the site. The provision of services to the site are intended to be designed in the most sustainable manner.

The following objective and policy relate to the provision of scheduled sites and state:

OBJECTIVE PPO8	To recognise and provide, as scheduled activities, land uses that are long established on a site, or previously zoned industrial sites, that have a proven economic benefit to the community.
POLICY PPP20	To list scheduled sites in the District Plan that provide a valuable service to the community or satisfy a proven community need whilst avoiding, remedying or mitigating the adverse effects resulting from the Scheduled Activity.

The objective is focused on protecting and enabling existing activities that contribute to the economic benefit of a community. Yet the policy seems broader and directs the listing of sites where the activity provides a valuable service to the community or satisfies a proven community need. It is unclear whether there is an intent, through the policy, to list new future sites, where a community need can be proven, and the effects of the activity can be managed. It is noted that the Riverbend Church and Camp is a schedule site (No 40) in the District Plan, therefore not all sites are for economic benefit. This Policy demonstrates that unique activities that benefit the community can, and do, belong in the Plains Production Zone.

Objectives PP09 and 10 are about the Heretaunga Plains Unconfined Aquifer and Roys Hill respectively. These objectives and related policies are not relevant to the proposed application and are not further assessed.



Transport and Parking

Effects on the roading network and suitability of the access way have been considered in the TDG report and in Section 7 above. Overall, and without going into unnecessary detail in relation to the provisions of Chapter 26 of the Plan pertaining to transport, effects on the road network can be managed and it can be considered that the safety and efficiency of the roading network will not be compromised.

Conclusion on Objectives and Policies

Overall, the Objectives and Policies of the Proposed District Plan (with Decisions) draw a line in the sand where land based primary production activities are paramount in order to utilise the versatile soil resource and keep it for future generations. The policy direction allows for complementary activities to land base primary production, including to an extent industrial and commercial activities. Using the soil for building development is not necessarily encouraged, yet buildings of a scale ranging between 1500m² to 2500m² (gross floor area) are provided for to strike the obvious/necessary balance.

While the direction of the Plains Production Zone does not specifically welcome a new Place of Assembly, it protects existing ones due to their long establishment and value to the community.

As outlined above, the Sikh community is growing in the Hawke's Bay region. This community has a special attachment to the flat plains surrounding Hastings, due to the likeness of the country to their homeland in India. The original Sikh families immigrated to New Zealand, Hawke's Bay, and brought with them their agriculture and horticulture knowledge and skill immersing themselves in Hawke's Bay primary sector. Careers and new generation Sikh have diversified into many other skills and industries, yet despite the current and future direction of their individual lives, the Sikh community come back to the enjoyment of the plains. Consequently, and alongside other criteria, locating their Temple in an environment that was in the plains, or had an outlook of the plains is in keeping with their cultural practices.

Timing has/is been a crucial element to the proposed temple development. Firstly, the Sikh community when purchasing the property should have applied for a Certificate of Compliance under the Operative Plan rules which would have permitted the development. Secondly, timing in the sense of city development. Marae, churches, community halls, and recreation areas were central to the way our towns and settlements have evolved. As relatively recent settlers, the Sikh community in Hawke's Bay would like their community hub to be part of the city that they live in, like other cultures have been enabled to do.

Overall, the temple development is to be assessed on its merits as part of a resource consent application. The preparation of the application has been a process that has given due regard to site section and the weighting of the life supporting capacity of the soil resource and other effects.

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10. Other Matters

The integrity of the District Plan and avoiding issues of precedent that would otherwise compromise its consistent administration fall within 'other matters' that may be considered under Section 104(1)(c) of the RMA. Like the array of assessments undertaken in considering a resource consent proposal, one must weigh such matters to determine where on a spectrum of risk and severity an activity in relation to these matters may fall.

It is understood that a series of Places of Assembly were established within Plain Production Zone land using permitted activity provisions under the Operative District Plan. The outcomes of these activities were not considered appropriate, hence the intentional change in the Proposed District Plan to discourage Places of Assembly in the Plains Production Zone.

The method to discourage these activities was changing the activity status from permitted to non-complying. Therefore, instead of establishing as of right, a resource consent application is required to enable the proposed activity to be assessed on a case by case basis and determined on its merits. The review of the District Plan did not prohibit the establishment.

Granting consent following a detailed assessment of all applicable matters for an activity that Section 5 of the RMA clearly expects resource management practitioners to enable cannot be considered to compromise the integrity of the Plan, while in terms of precedent:

- There is demand for only one Sikh temple in the region, thus the risk of it being replicated is low,
- The site, while Plains Production, is within a mix used environment rather than a strictly open plains environment,
- There are natural and physical barriers to screen and provide distance from neighbouring activities,
- The site analysis has confirmed that there are limited alternatives to pursue,
- If, at the time of the original purchase, a Certificate of Compliance had been obtained under the Operative District Plan, then the proposed development would be part of the existing environment, and likely Scheduled and recognised and provided for in the District Plan,
- A Non-complying Activity resource consent application would be required for any other activity and that would still need to be determined on its own merits.

On balance, and taking the issue of precedent into account, these matters combine to render a low likelihood of the proposal being easily replicated, thus the risk of precedent is low, and the proposal need not be avoided in this regard, particularly when weighed with its positive social and cultural wellbeing effects.



11. PART 2 OF THE RESOURCE MANAGEMENT ACT 1991

The assessments contained in Sections 7, 9 and 10 of this report are subject to the matters contained in Part 2 of the RMA, which contains sections 5, 6, 7 and 8.

Section 5 sets out the purpose of the RMA, which is to promote the sustainable management of natural and physical resources and is supported by sections 6, 7 and 8 of the RMA. Sections 6 and 7 contain the "matters of national importance" and "other matters" respectively and section 8 provides for the principles of the Treaty of Waitangi. These sections are hierarchical and provide for a different level of consideration to be given to each.

The matters listed in section 6(a), (b) and (c) will not be compromised. In terms of Section 6(a), the activities proposed are not unique to a rural environment and will not compromise any natural character values. Turning to Section 6(b) and (c), the construction of the proposed buildings will not compromise the protection of outstanding natural features and landscapes or the preservation of areas of significant indigenous vegetation and significant habitats of indigenous fauna. Likewise, access along rivers as provided for in Section 6(d) is not a relevant matter in this particular case.

There are no heritage values that maybe compromised in terms of Section 6(f), nor will the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu and other taonga be threatened as a result of the activity.

Section 7(b) relates to the efficient use and development of natural and physical resources. The underlying versatile soils of the subject site is a natural resource. The efficient use and development of the soils require careful consideration. The temple development will cover a proportion of the subject site. This proportion of the site will not be available for future land based production activities. Instead the development will enable a Place of Assembly that supports social and cultural values. The approach taken in assessing alternative sites across Hastings and Napier demonstrated that the subject site is best suited to support a Place of Assembly when compared to the other sites. Therefore, taking a broader view, a more efficient use and development across all the sites identified in the Loganstone report is to develop the temple and ancillary activities at 28 Richmond Road.

Lastly, Sections 7(c) and 7(f) relate to the maintenance and enhancement of amenity values and the quality of the environment. These matters have been considered throughout the body of this report and it has been demonstrated that the activities can be considered suitable for the site. No other matters of Part 2 are specifically relevant.

In summary, the proposal will be consistent with the purpose of the Act i.e. it will enable the Sikh community to provide for its social and cultural well-being, while, as considered and demonstrated throughout the body of this report pursuant to Section 104:



- (a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and
- (b) safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and
- (c) avoiding, remedying, or mitigating any adverse effects of activities on the environment.

As such, the proposal is very much deserving of consent.

12. CONCLUSION

In summary, the proposal will result in effects that are no more than minor on the environment and can be considered under Section 104 of the RMA.

The proposal does challenge the relevant objectives and policies of the District Plan, yet there are reasons pertaining to the subject site and the activity which do favour the development at this location. Further, there are few opportunities within any zones that could realistically enable a temple development to be conceptualised.

Furthermore, having considered the proposal subject to Part 2 of the RMA, the proposed temple development will provide for the Sikh community social and cultural wellbeing without compromising the environmental principles of the Act, and is subsequently considered deserving of consent pursuant to sections 104 and 104B of the Resource Management Act 1991.

Appendix 1

Certificate of Title



Item 2

Attachment D

**COMPUTER FREEHOLD REGISTER
UNDER LAND TRANSFER ACT 1952**

Search Copy



Identifier **HBG1/1005**
Land Registration District **Hawkes Bay**
Date Issued 18 August 1975

Part-Cancelled**Prior References**
HB96/87

Estate	Fee Simple
Area	5.5006 hectares more or less
Legal Description	Lot 1 Deposited Plan 6463
Proprietors	New Zealand Sikh Society (Hastings) Incorporated

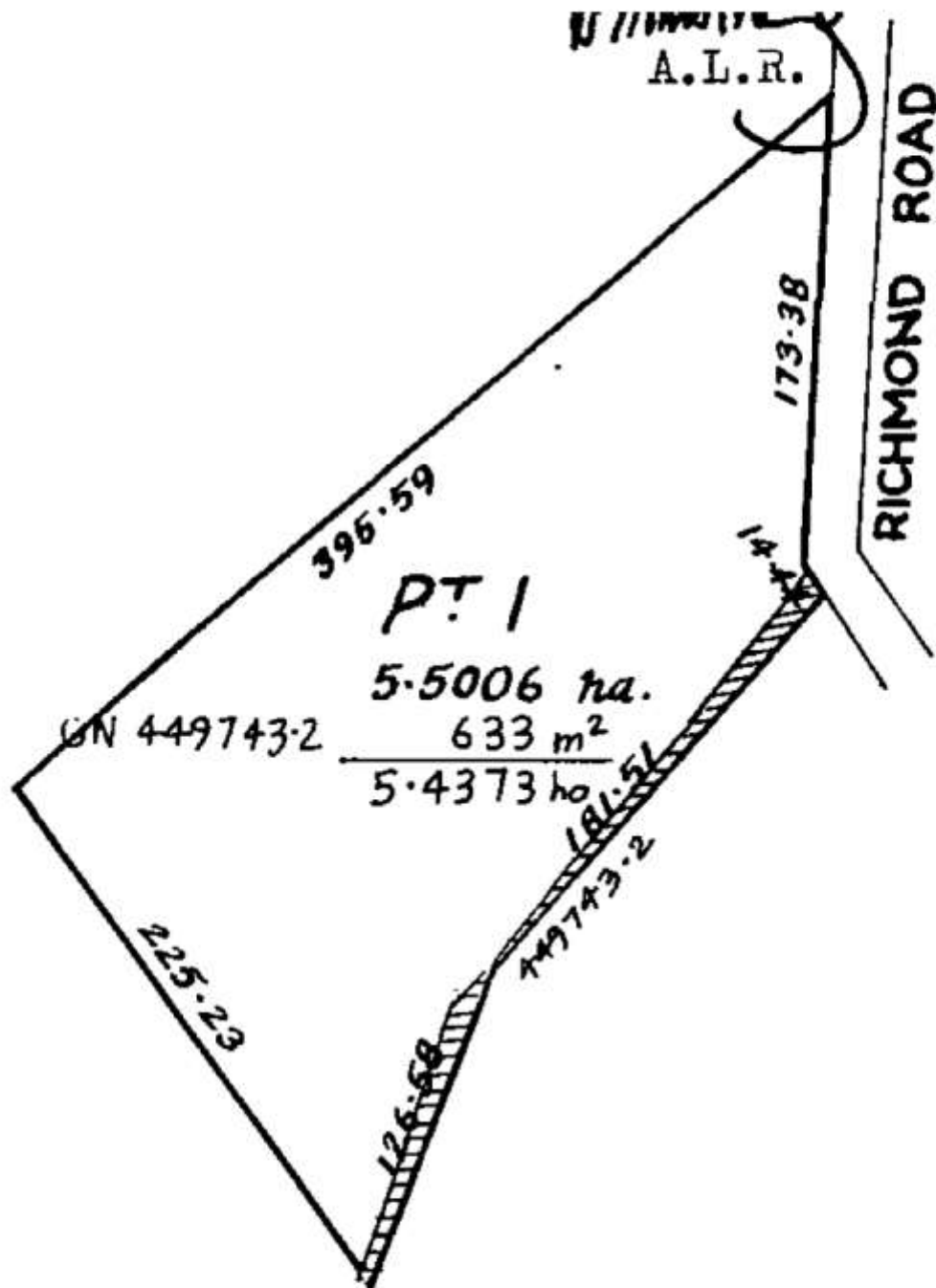
Interests

449743.2 Gazette Notice acquiring parts within land (352m², 281m²) for soil and river conservation purposes and vesting the same in The Hawke's Bay County Council - 26.6.1985 at 11.14 am

8064179.1 Gazette Notice (NZ Gazette, 18.12.2008, No.195, p.5182) declaring part (6599 m2 Section 12 SO 410516) to be road and shall vest in Hastings District Council - 5.2.2009 at 9:00 am

8064179.8 Gazette Notice (NZ Gazette, 18.12.2008, No.195, p.5182) taking part (9367 m2 Section 13 SO 410516) for severance and shall vest in Hastings District Council - CIR 465451 issued - 5.2.2009 at 9:00 am

9441106.1 Compensation Certificate pursuant to Section 19 Public Works Act 1981 by Hastings District Council - 25.6.2013 at 5:34 pm



Measurements are Metric
m

Item 2

Attachment D

Appendix 2

LoganStone – Alternative Site Property Assessment



Item 2

Attachment D



File ref: 5622

19 October 2017

New Zealand Sikh Society (Hastings) Inc
1 Creagh Street
Te Awa
NAPIER 4110

Attention: Jagsiwan Singh

Re: Hawke's Bay Temple Proposal

1.0 INTRODUCTION

The Sikh community is a strong and active Hawke's Bay community, which continues to experience organic growth and growth through regional immigration.

The Sikh's have a strong communal philosophy centred on religious devotion, community activities and education. Activities include engagement with Sikh communities from other regions. The NZ Sikh Society (Hastings) Incorporated seeks to develop a future proofed facility that is suitable for the present and for the future requirements of the regional community. The facility will be for the use of the community and will be a regional asset.

In addition to a temple and priest accommodation, the Society seek to develop recreational, cultural, educational and social amenities for the use of the Society members and their guests.

The proposal is to develop:

1. Temple
2. Priest's house
3. Service amenities including parking
4. Class rooms
5. Recreational & social amenities
6. Visitor accommodation
7. Ground for long term expansion

To accommodate the above a land parcel of some 3.0 to 4.0 hectares is necessary. The land needs to be able to be:

1. level in contour
2. regular in shape
3. capable of connection to City services or capable of on-site self-servicing
4. centrally located and accessible
5. Be at least 3.0 hectares in area

In 2010, The Society acquired 28 Richmond Road from the Hastings District Council with the intention of developing a bespoke facility in the future.

valuers@loganstone.co.nz ■ Ph: 64 6 870 9850 ■ www.loganstone.co.nz
Business HQ | 308 Queen Street East ■ PO Box 914 Hastings 4156 New Zealand

28 Richmond Road comprises a 3.9ha parcel of land which is in the Plains zone. The site is bounded by Richmond Road to the east and a corridor for a proposed link road in the west. The block forms part of the land formerly identified as being suitable for industrial expansion and instead now separates the newly developed Northwood subdivision from the Industrial activities contained within the General Industrial and Tomoana Food Industry zones. The land, and that which adjoins it to the north, is Plains zoned.

The site is near regular in shape being in a form which is capable of facilitating the development of the proposed Sikh Community Centre.

Development of Plains zoned land for other than productive purposes is generally discouraged by the Hastings District Council Operative Plan, the Proposed Plan and Regional planning policies.

Council officers have suggested that the proposed development may be better suited to a site in other zones. The proposed development is a non-complying activity within the Plains Zone, however, there are no alternative zones that permit such an activity.

Development of the proposal at 28 Richmond Road requires a Resource Consent. One of the considerations required of such an application is a site analysis in terms of the property's suitability for the activity and whether or not alternative sites may be more appropriate.

2.0 PURPOSE

Logan Stone Limited is an experienced property consultancy with expertise in the Hawke's Bay property market, land economics, local economic drivers, and property and development trends. The company provides independent property and valuation advice to a range of clients. Logan Stone have been engaged by the Society to complete a site analysis with the following objectives:

1. Identify suitable land parcels for the development of the proposed asset.
2. Evaluate the parcels against the ideal site criteria and the alternative highest and best uses of the sites
3. Compare the best alternatives site options to the proposed site at 28 Richmond Road
4. Make a conclusion as to the relative suitability of 28 Richmond Road
5. Report the practicalities of developing an alternative site should a more suitable site be developed.

3.0 METHODOLOGY

The critical aspect of this study is to determine whether there is a more acceptable alternative site that is not zoned Plains and then is it possible for The Society to acquire and develop that site to deliver its requirements without compromise to the needs of the rest of the regional community.

In order to respond to the engagement Logan Stone has worked through the following steps:

1. Determine the critical site criteria
2. Identify suitable sites in each of the alternative zones (Napier City & Hastings District)
3. Consider the suitability of the proposed development on those sites and its compatibility with, and impact on, the neighbouring development and vicinity.
4. Rank each site according to the following criteria:
 - a. Site requirements
 - b. Highest & Best Use potential

- c. Economics e.g. land value
- d. Compatibility of use for location
- e. Availability of the land
5. Compare the alternatives to the land currently owned by the Society
6. Provide a commentary that considers alternative sites to the subject land and conclude which site from the bundle is most appropriate.
7. Should the Ideal site not be 28 Richmond Road, then assess the process and the costs/benefits of changing.

4.0 RESOURCE MANAGEMENT ISSUES

The proposal is non-complying for all Plains zoned land, therefore this study has not considered other Plains Zoned sites, except where the land has been identified for future development under the Heretaunga Plains Urban Development Strategy (HPUDS).

Focus has been to identify either specific or typical land parcels of at least 3.0 hectares in alternative zones, regardless of whether or not the proposed activity is non-complying under the Zone rules.

5.0 STUDY

5.1 Site Requirements

In order to achieve the required amenity now and for the foreseeable future, the following are the site requirements for the proposed development

Site Criteria	
Land	<ul style="list-style-type: none"> To be regular in shape and near level in contour to better cater for the proposed activity.
Size	<ul style="list-style-type: none"> Capable of accommodating a sports field, weddings, and other cultural and social events.
Location	<ul style="list-style-type: none"> Centrally located, being close to established Sikh community, arterial roads, public transport and within walking distance.
Services	<ul style="list-style-type: none"> Capable of receiving all normal services.
Proposed Improvements	<ul style="list-style-type: none"> A temple, comprising two storeys with a 500m² footprint, a four bedroom dwelling to accommodate four priests and car parking so as to make the site suitable for community, cultural, social and educational purposes.
Availability	<ul style="list-style-type: none"> The land should be available for development before the end of 2018.
Affordability	<ul style="list-style-type: none"> Needs to be of similar or lower value than existing site.

Based on the above parameters we have determined the following requirements which an alternative site will ideally meet:

Site Requirements	
Services	<ul style="list-style-type: none"> Is connected to all services / is capable of receiving all services at a reasonable expense
Size	<ul style="list-style-type: none"> Minimum of three hectares
Location	<ul style="list-style-type: none"> Near urban centres and main transportation routes
Zoning	<ul style="list-style-type: none"> Permissive zoning which allows for places of assembly
Availability	<ul style="list-style-type: none"> Immediate availability with the aim of commencing development before the end of 2018

The following table illustrates the various zones within Napier City and Hastings District, identifying the nature of the proposed development and its componentry activities within each. From the table is apparent that few if any zones cater for the proposed use as a permitted activity in its entirety. Those that do are not in locations that are convenient or suitable for the Sikh Community and the proposed activities. Some zones are serviced for specific activities and the use of that land for alternative uses that do not utilise the services is an inefficient use of resources.

The tables illustrate that most potential sites are problematic from a permissive zoning perspective.

5.2 Zoning Activities

Napier City Council - Zoning		
Main Residential Zone	<ul style="list-style-type: none"> Residential activities Education facilities Non-residential activities 	<ul style="list-style-type: none"> Permitted Discretionary Discretionary
Large Format Retail Zone	<ul style="list-style-type: none"> Unidentified land use 	<ul style="list-style-type: none"> Discretionary
Main Industrial Zone	<ul style="list-style-type: none"> Non-industrial activities (unless stated) Education facilities 	<ul style="list-style-type: none"> Permitted Discretionary
Business Park Zone	<ul style="list-style-type: none"> Industrial activities Commercial activities Hospitality activities Places of assembly Education facilities 	<ul style="list-style-type: none"> Permitted Permitted Permitted Discretionary Discretionary
Main Rural Zone	<ul style="list-style-type: none"> Residential activities Education facilities Places of assembly 	<ul style="list-style-type: none"> Permitted Permitted Discretionary

Napier City Council - Zoning		
Reserve	<ul style="list-style-type: none"> Recreational Activities Vehicle parking areas Community facilities Places of assembly Residential activities relating to the care of the land Other residential activities 	<ul style="list-style-type: none"> Permitted Permitted Permitted Discretionary Discretionary Non-compliant

Hastings District Council - Zoning		
General Residential Zone	<ul style="list-style-type: none"> Education facilities Temporary events Recreational activities Places of assembly 	<ul style="list-style-type: none"> Permitted Permitted Permitted Restricted Discretionary
Main Industrial Zone	<ul style="list-style-type: none"> Places of Assembly Temporary Events 	<ul style="list-style-type: none"> Non-Compliant Permitted
Plains Production Zone	<ul style="list-style-type: none"> Places of assembly Temporary events 	<ul style="list-style-type: none"> Non-compliant Permitted

5.3 Assessment Measurements

Having taken all of the above information into account we have assessed the properties identified within this report based upon the following parameters:

Site requirements	How the site matches the specific overall site requirements which have been identified.
Highest and Best Use	Is the highest and best use matched to the intended use or is there a more appropriate utilisation of the land than the proposed development
Compatibility with Neighbours	Is the activity consistent or compatible with surrounding activities?
Location	Suitable location, amenity and appropriateness.
Availability	Is the site capable of being purchased and developed by the end of 2018

The properties will be scored a rating between 1 and 10 for each assessment criteria for a total score out of 50.

1 = Does not match

5 = Acceptable

10 = Ideal

5.4 URBAN AREAS

Within urban areas, sites with an area greater than 2.0 hectares are rare. Where such land exists within an urban zone and developed area, it is a valuable resource for higher activities than those proposed and has the potential to alleviate the development pressures on the Plains by providing for those activities that can afford higher land values and so avoid development of rural land.

Havelock North Deferred Residential

The newly deferred residential land situated on the western end of Iona Road is unsuitable due to its higher value use potential.

Clive

Clive is well situated between Napier and Hastings. Large scale development and development outside of the established commercial area is discouraged so as to maintain the rural amenity of the area.

Omahu North

The area situated north of Omahu Road is due to be rezoned Industrial under the Proposed District Plan. This area has been excluded due to the delay imposed upon the construction of infrastructure to the area and secondly due to the impractical location in terms of pedestrian access.

Alternative Plains Zone Sites

The majority of these sites have been excluded given any identified site would be required to go through a similar Consenting process to the subject land. Sites contained within HPUDS or urban expansion areas have been included in our analysis.

5.5 Potential Sites

The following properties are typical examples of those properties that do meet the specific characteristics sought for the development. The list is not exclusive but is a demonstration of typical potential sites and illustrates the complexities and difficulties associated with the development of each and provides a good comparison to the proposed lot. The properties provide a general representation of the area in which they are located. These properties are described in detail below.

In considering alternative sites we have considered sites within HPUDS urban growth areas, along with Industrial, and Deferred Industrial zonings. Sites within the HPUDS growth area have greater development potential and would likely realise values over the Sikh Society's budget. Industrial localities tend to attract lower values than land identified for residential development, however this depends on the location of the sites. Industrial locations such as Irongate, Omahu, Whakatu and Awatoto have been considered. Each has its advantages and disadvantages and tend to each serve different segments of the industry.

In order to draw relative comparisons, a description and summary of the current Sikh Society site on Richmond Road is described below.

5.6 28 Richmond Road (Subject Property)

28 Richmond Road comprises a 3.9 hectare parcel of land which is Plains zoned. The site is bound by Richmond Road to the east and a corridor for a proposed link road to the west. The block forms part of the land formerly identified as being suitable for industrial expansion. Currently it provides a buffer between the newly developed Northwood residential subdivision from the Industrial activities contained within the General Industrial and Tomoana Food Industry zones. The land, and that which adjoins it to the north, is Plains zoned. The property is currently utilised for cropping purposes, with a Resource Consent allowing a water take of some 506m³ per hectare per week for irrigation.

The site is currently not connected to any Council services. Wastewater and stormwater connections are available to the Richmond Road frontage, with water being reticulated from a bore.

The site is irregular in shape, although still provides a functional land parcel. The size would be uneconomic from a productive perspective, however may have some appeal to lifestyle type purchasers. The site is centrally located on the Heretaunga Plains.

The proposed development of a Sikh Temple with supporting infrastructure and land for cultural, communal and educational purposes is a Non-Complying activity under the Proposed Hastings District Plan, hence a Resource Consent is required to be obtained.

Site requirements – The site is irregular in shape, yet provides a near level contour suitable for development. Services are available to the property's edge.

Highest and Best Use – The site has an adequate water allocation making cropping a feasible use of the land. The Sikh development would result in a similar utilisation of the site, however the present zoning supports horticultural use.

Compatibility with Neighbours– Industrial, cropping and residential surrounds, the activity is unlikely to disturb the neighbouring properties.

Location – Located close to residential catchments within walking distance of Hastings City, quiet location with road separating industrial activities.

Availability – The site is presently owned by the Sikh Society, making it immediately available.



Site Suitability	
Site Requirements	8/10
Highest and Best Use	4/10
Compatibility with Neighbours	8/10
Location	9/10
Availability	6/10
Total	35/50

The following properties have been identified as meeting some of the parameters as set forward by the Sikh Society. These are then rated so that comparison can be made between sites as to their suitability.

5.7 525 Lyndhurst Road, Hastings District

The potential site comprises two adjoining titles, which together form a regular shaped parcel. The land is presently zoned Plains, however has been identified within the Heretaunga Plains Urban Development Strategy (HUPUDS) as a Greenfield residential growth area. The land is near level in contour.

The site is currently connected to water, wastewater and stormwater services. Electricity and communications are available to the site. The property is bounded by Residential and Plains zoned land, with the Hawkes Bay sports grounds being situated northwest of the site.

The value of the property would be higher than Plains zone value, given its identification as a Greenfield residential growth area. The site is well positioned being centrally accessible from both Napier and Havelock North. As two separately owned titles we expect the availability of the land to be lower than if it were one parcel.

The development of this site as a temple and supporting grounds, would also limit its use for residential purposes.

Site Attributes:

- The property is central within Hawkes Bay, being well situated on the fringe of Hastings City, and the popular residential suburb of Frimley.
- There are nearby sports grounds.
- The property is identified as a growth development area and therefore may be unaffordable.
- The site comprises two titles, being owned by separate parties making the purchasing process more challenging and timely.
- Connected to all normal services

Site requirements – The site is regular in shape and is of near level contour, being suitable for development. All Council services are available to the site.

Highest and Best Use – Highest and best use of the land is as residential.

Compatibility with Neighbours– Neighbouring activities comprise cropping and residential activities, with adequate screening the proposed development would be compatible.

Location – Located close to residential catchments within walking distance of Hastings City, quiet location with a recreational sports park situated nearby.

Availability – Site availability is unknown, however it is expected that once the land is rezoned the sites will be put up for sale, dependant on market conditions. The land comprises two parcels, owned by independent parties.



Site Suitability	
Site Requirements	9/10
Highest and Best Use	1/10
Compatibility with Neighbours	8/10
Location	9/10
Availability	3/10
Total	30/50

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5.8 2 Martin Place, Havelock North

The potential site comprises three adjoining lots totalling some 1.62 hectares of Industrial zoned land in the form of an 'L' shape. The property was formerly utilised as the Nimon and Son's bus depot, however has since stood vacant. The property contains a number of improvements, including an office building, cell-phone tower, concrete floor slabs from former buildings and a number of Council recycling stations which are under a license to occupy.

The property is currently connected to water, wastewater and stormwater services. Electricity and electronic communications are available to the site.

The property is one of Havelock North's largest and best positioned parcels of vacant land.

Site Attributes:

- Prime location within Havelock North
- Expensive land in comparison to alternative locations
- Divided into three separate parcels
- Property comprises a number of redundant improvements
- Land area below requirement
- Connected to all normal services

Site requirements – The site is near regular in shape and offers a near level contour suitable for development. All normal Council services are available to the site. The property is smaller than what is required for the development.

Highest and Best Use – Highest and best use of the land is as industrial.

Compatibility with Neighbours– Neighbouring properties comprise industrial activities and the Havelock North fire station. There is also a petrol station situated near the site.

Location – Located close to residential catchments within walking distance of the Havelock North Village Centre. Busy location, with the property bounding an arterial road. The Council seek to encourage industrial activities within the zone, making resource consent for the development unlikely.

Availability – It is unlikely the site will be offered for sale within the identified timeframe, the cost of the property is likely to be significant compared to the alternatives identified.



Site Suitability	
Site Requirements	5/10
Highest and Best Use	1/10
Compatibility with Neighbours	7/10
Location	6/10
Availability	1/10
Total	20/50

5.9 7 Waitangi Road, Napier

The property is part of a recent industrial development and comprises a land area of some 3.14 hectares of Industrial zoned land (Napier City). The site is bound by industrial land and activities to all sides, with access available from State Highway 2, an arterial road between Napier and Hastings Cities.

The site is not currently connected to any Council services. Wastewater and Stormwater connections are available, water connection will require a bore permit. Electricity and electronic communications are available to the site.

The property is accessible in little over five minutes from the Napier retailing core and fifteen minutes from Hastings by vehicle. Pedestrian access from urban areas is not viable.

The property would offer a functional location, capable of being fully serviced, and being of sufficient scale. A number of neighbouring industrial activities may affect the property from time to time.

The property's highest and best use is as an industrial site, as industrial land of this scale is becoming increasingly scarce within the key industrial localities of Napier City.

Site Attributes:

- Accessible location between Napier and Hastings
- Regular shaped rear site, away from road frontage
- Destined to be bounded by industrial activities
- Close to tannery and fertiliser plant
- Within price range, desired size and is currently listed for sale.

Site requirements – The site is near regular in shape and offers a near level contour suitable for development. Services are not connected and water will require a bore permit.

Highest and Best Use – Highest and best use of the land is as industrial due to the limited availability of industrial land within the other industrial localities of Napier.

Compatibility with Neighbours – Neighbouring properties comprise noxious industrial activities such as the Ravensdown fertiliser plant, the Council's wastewater treatment plant and a variety of other industrial activities.

Location – The property is situated some distance between Napier and Hastings, however the site is easily accessed by vehicle.

Availability – The site is currently subject to subdivision, conditional sales of the lots exist.



Site Suitability	
Site Requirements	5/10
Highest and Best Use	2/10
Compatibility with Neighbours	2/10
Location	5/10
Availability	2/10
Total	13/50

Item 2

Attachment D

5.10 149 Awatoto Road, Napier

The property is situated between a range of activities, with a golf course to the north, a new industrial subdivision to the east and rural lifestyle blocks to the west. The parcel comprises some 4.01 hectares of Main Rural zoned land (Napier City), a zone which lists areas of assembly as discretionary, possible by means of Resource Consent.

The site is not currently connected to any Council services. Wastewater and Stormwater services pass along the road frontage, water is reticulated from a bore. Electricity and electronic communications are available to the site.

The land is identified within the Heretaunga Plains Urban Development Strategy (HPUDS) as being part of an area signalled for future industrial expansion within Awatoto.

The property is centrally located and benefits from an accessible location off State Highway 2, being approximately five minutes from Napier and fifteen minutes from Hastings by vehicle. Pedestrian access from urban areas is practical.

Being slightly away from the heavy industrial activities housed along State highway 2 the property has a more desirable setting than others in the nearby locality. The location has been identified as a potential industrial expansion area within HPUDS and as such zoning rules for the land may be more flexible than other locations.

Site Attributes:

- Predominantly vacant, regular in shape
- Zoned Rural
- Area indicated as future industrial expansion zone
- Neighbouring uses include a golf course, lifestyle, pastoral, cropping and light industrial
- Availability is unknown

Site requirements – The site is near regular in shape and offers a near level contour suitable for development. Council wastewater and stormwater services are available, water is available via bore.

Highest and Best Use – The soil quality in the area is poor, as the site is zoned Rural, the Sikh development would make for the highest and best use of the land.

Compatibility with Neighbours – Neighbouring properties comprise large mostly undeveloped parcels of land, with a golf course situated north of the property and industrial activities located some distance to the east.

Location – The property is situated some distance between Napier and Hastings, however the site is easily accessed by vehicle.

Availability – Site availability is unknown, however due to the low value of the land, a reasonable offer may prompt a sale.



Site Suitability	
Site Requirements	6/10
Highest and Best Use	5/10
Compatibility with Neighbours	6/10
Location	5/10
Availability	6/10
Total	28/50

Item 2

Attachment D

5.11 1139 Maraekakaho Road, Hastings

The property comprises an irregular triangular shaped parcel of Industrial zoned land, being some 4.05 hectares in size. The land has recently been rezoned from Plains to Deferred Industrial after the release of Plan Variation 2 by the Hastings District Council. The land is flat with a general fall towards the Irongate Stream from Maraekakaho Road.

The area is not currently serviced for water, wastewater or stormwater, water is currently reticulated from a bore. Electricity and communications are available to the site. An infrastructure corridor is underway which will provide the industrial zone with wastewater and water connections. An on-site storm water solution will be required as there will be no storm water servicing available within the zone.

While irregular in shape the property would be functional for the intended development. A stream runs along the boundary of the property and forms a barrier between neighbouring industrial activities. Improvements to the property comprise a 600m² workshop and a 66m² garage which would require removal or demolition to make way for the proposed activity.

The current constraints around site servicing make the location less than ideal for the proposed use. The property adjoins Maraekakaho Road, a well-used thoroughfare for both vehicles and heavy trucks travelling to and from Hastings and the wider region.

Site Attributes:

- Dissected by Irongate Stream
- Irregular shape parcel
- Rezoned Deferred Industrial
- Infrastructure for services is being installed
- On site stormwater solution is required
- Availability is likely
- Purchase costs are comparatively high

Site requirements – The site is irregular in shape and varies in contour. There are no council services available to the site, with stormwater and wastewater treated on site and water available via bore.

Highest and Best Use – Highest and best use is as industrial.

Compatibility with Neighbours – Neighbouring activities comprise industrial and horticultural activities, the presence of the Sikh temple would be unlikely to affect neighbours.

Location – The property is situated west of Hastings, being outside of walking distance but easily accessed via vehicle via a number of arterial roads.

Availability – No availability due to subdivision underway and some term lease commitments



Site Suitability	
Site Requirements	2/10
Highest and Best Use	1/10
Compatibility with Neighbours	7/10
Location	5/10
Availability	1/10
Total	16/50

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Attachment D

5.12 1452 Omaha Road, Hastings

The property comprises a 13.30 hectare parcel of Industrial zoned land accessed from Omaha Road. The land forms an irregular shape and is bound by residential activities to the south and industrial activities in all other directions. The site is connected to Council water and wastewater services, with stormwater connections currently unavailable. It is likely an onsite stormwater solution would be required. Electricity and electronic communications are also available to the site.

The highest and best use for the land is as industrial. The site is currently utilised for viticultural purposes, having grape vines planted. The potential to subdivide the south eastern portion of the land exists, however consent would first need to be sought from Hastings District Council. This would provide a buffer between residential and industrial activities and offer ample land suitable for the development.

The location is suitable, being accessible from Flaxmere Village and the wider region, however vehicle access would be constrained. There are a number of low priced residential properties situated nearby the property for sale which hold the potential to house members of the Sikh community.

Site Attributes:

- Irregular shape
- Sale would depend upon subdivision consent
- Potential access constraints

Site requirements – The site is irregular in shape and vast in size. Stormwater servicing is unavailable to the site.

Highest and Best Use – Highest and best use is as horticultural or Industrial.

Compatibility with Neighbours – Neighbouring activities comprise industrial and residential activities, the development if screened correctly is unlikely to be an issue.

Location – The property is situated close to Flaxmere Village, pedestrian and vehicle access to the site is available.

Availability – The availability of the site is unknown however we suspect the owner is unwilling to sell whilst orcharding activities continue.



Site Suitability	
Site Requirements	5/10
Highest and Best Use	2/10
Compatibility with Neighbours	7/10
Location	5/10
Availability	3/10
Total	22/50

5.13 Rangitane Road, Hastings (9660/2912)

The subject property comprises a 3.60 hectare industrial site situated within Whakatu. The site is bound by the Clive River to the north, with the remainder comprising mostly industrial activities.

The site is not currently connected to any Council services. Stormwater and wastewater connections are available up to the Rangitane Road frontage. Water supply would require a bore permit from Hawke's Bay regional Council. Electricity and communications are also available to the site.

The property is situated in an industrial locality, with these activities surrounding the area making the site of lower appeal. The property is representative of the zone, with other vacant lots being similarly affected by such activities.

An arterial link road is currently under construction which will lead to better site access, however may lead to an increase in traffic noise. Land within the zone is comparatively expensive due to the highest and best use being industrial, the site offers an inferior location when compared to the subject property.

Site Attributes:

- Near regular shape
- Bound by river, vineyard and industrial activities
- Northern portion of the site is zoned Open Space, potentially supporting the proposed activity.
- Industrial location

Site requirements – The site is regular in shape and meets size requirements. The site is not connected to any Council services. Only stormwater and wastewater connections are available to the site, water supply will require consent for a bore.

Highest and Best Use – Highest and best use is as Industrial.

Compatibility with Neighbours – Neighbouring activities comprise industrial activities, the development would not be well suited to the locality.

Location – The property is situated away from residential areas with the closest town being Clive. The property is not within walking distance.

Availability – The availability of the site is unknown, we suspect the property is unlikely to be available.



Site Suitability	
Site Requirements	4/10
Highest and Best Use	2/10
Compatibility with Neighbours	3/10
Location	3/10
Availability	4/10
Total	16/50

5.14 Oliphant Road - Kaiapoi Road (9620/28600)

The property comprises two adjoining parcels of land presently contained within one Computer Freehold Register (title). The land is zoned Plains Production under the Proposed Hastings District Council District Plan, which would restrict any subdivision at present. The land is however situated within a proposed Greenfield residential expansion area as identified within HPUDS, so therefore may have some future subdivision potential. The site of interest comprises a land area of some 3.65 hectares. The site is mostly regular in shape however is indented in the easternmost corner by an adjoining residential lot.

The property is situated within a proposed Greenfield residential expansion area as identified within HPUDS. The area has a number of issues surrounding council infrastructure and servicing.

The site is not connected to any Council services. Water and stormwater connections are available to the Oliphant Road frontage, water is currently reticulated from a bore. There is currently no wastewater infrastructure available to the site. Electricity and electronic communications are available to the site.

The location, while suitable is not practical due to time constraints around the installation of infrastructure and services and present zoning.

Site Attributes:

- Suitable location being on the Hastings City fringe
- Servicing issues surrounding stormwater
- Mostly regular shape
- Limited availability due to subdivision and servicing requirements

Site requirements – The site is mostly regular in shape and caters to the developments area requirement. The site is not connected to any Council services. Water and stormwater run to the property's edge.

Highest and Best Use – Highest and best use of the site is as Residential.

Compatibility with Neighbours – If rezoned, the neighbouring properties will be developed for housing, if screened correctly the development is unlikely to be an issue.

Location – The property is situated near Hastings in the suburb of Camberley. The property is in walking distance and accessible widely accessible from main transportation routes.

Availability – The site is unlikely to be made available for sale within the desired time frame. The site forms part of a larger parcel of land, therefore subdivision consent would be required.



Site Suitability

Site Requirements	5/10
Highest and Best Use	2/10
Compatibility with Neighbours	7/10
Location	6/10
Availability	3/10
Total	23/50

5.15 126 Meeanee Road, Jervoistown (10100/2200)

The property comprises a 3.4736 hectare parcel contained between Jervoistown and the Hawke's Bay Expressway. The property is a rear section being accessed via a narrow driveway, from where the property opens out to a regular shape. The property is zoned Jervoistown under the Napier City Council District Plan. This allows subdivision down to a minimum lot size of 2,500m². The site is also designated as a Scheduled Site for the Napier Christian Fellowship Church.

The property is connected to stormwater with water connections available to the property's boundary.

The property is within close proximity to the Jervoistown Settlement, and well located to the Hawke's Bay Expressway. The site also is central to Taradale, Napier and Hastings Cities.

The property is also a Scheduled site for a church use which would be similar to the Sikh Societies requirements. The availability of the land is unknown.

Site Attributes:

- Central location
- Close to Expressway
- Scheduled site
- Adequate size

Site requirements – The site is mostly regular in shape and caters to the area requirements of the proposed development. The site is of near level contour. The property is not currently connected to any Council services.

Highest and Best Use – Highest and best use of the site may be as a residential subdivision, church or as the proposed development.

Compatibility with Neighbours – Neighbouring properties comprise mostly lifestyle blocks, the western boundary is currently exposed to the Napier Hastings Expressway. The property is a scheduled site for a church.

Location – The property adjoins the Napier Hastings Expressway, which may result in added noise levels. The property is conveniently accessed via the expressway. The property is within walking distance of both Jervoistown and Taradale.

Availability – The availability of the site is unknown, we have assumed the property will be held as it has been owned and undeveloped since its purchase in 2006 by the Napier Christian Fellowship Trust.



Site Suitability	
Site Requirements	5/10
Highest and Best Use	7/10
Compatibility with Neighbours	9/10
Location	7/10
Availability	1/10
Total	29/50

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Attachment D

5.16 45 Springfield Road, Taradale (9790/17100)

The property comprises a 2.1347 hectare parcel situated on the outskirts of Taradale, a popular residential suburb. The property forms an irregular shape as it is bounded by the Tutaekuri River to the south. The site has a mostly level contour however slopes gently downward toward the southern boundary.

The property is not currently connected to any Council services. A stormwater connection is available to the road frontage. Other services would require water bore consent and an onsite wastewater servicing.

The property is currently zoned Reserve and is maintained by the Napier City Council. A Marae is situated nearby being located on the northern side of the road, suggesting the area is suitable for such developments.

The property is well within walking distance from Taradale and is easily accessed from both Napier and Hastings via State Highway 50 and the expressway.

Site Attributes:

- Central location
- Close to SH50
- Peaceful surrounds

Site requirements – The site is irregular in shape being bounded by the Tutaekuri River. The site slopes gently from north to south. The property does not meet the area requirement for the development.

Highest and Best Use – Highest and best use of the site is the proposed development or as horticultural. The present Reserve zoning prevents horticultural use of the land.

Compatibility with Neighbours – Neighbouring properties comprise orcharding activities and a local Marae. The site is a compatible location for the development.

Location – The property is situated on the outskirts of Taradale and comprises a quiet location which is easily accessible.

Availability – As the property is owned by the Napier City Council, therefore availability will depend upon the willingness of the Council to cater for the proposed development.



Site Suitability	
Site Requirements	3/10
Highest and Best Use	3/10
Compatibility with Neighbours	7/10
Location	5/10
Availability	4/10
Total	22/50

Item 2

Attachment D

6.0 RESULTS

The following table is a summary of our assessment of the suitability of each site. The properties which scored over 30 points are in bold type.

Property	Site Requirements	Highest and Best Use	Compatibility with Neighbours	Location	Availability	Total
28 Richmond Road (subject)	8	4	8	9	6	35
525 Lyndhurst Road	9	1	8	9	3	30
2 Martin Place	5	1	7	6	1	20
7 Waitangi Road	5	2	2	2	2	13
149 Awatoto Road	6	5	6	5	6	28
1139 Maraekakaho Road	2	1	7	5	1	16
1452 Omaha Road	5	2	7	5	3	22
Rangitane Road	4	2	3	3	4	16
Oliphant Road - Kaiapoi Road	5	2	7	6	3	23
126 Meeanee Road	5	7	9	7	1	29
45 Springfield Road	3	3	7	5	4	22

Properties with scores below 30 have been excluded as they are less suitable than other alternatives. Those properties in bold comprise the two sites identified as suitable for the proposed Sikh temple development.

525 Lyndhurst Road comprises the most viable alternative to the Richmond Road development site. The property is located in Frimley on the edge of residential development and in an area where alternative uses to primary production have occurred. The land is however zoned Plains.

28 Richmond Road is presently owned by the Sikh Society and comprises a slightly irregular shaped parcel of land currently utilised for horticultural purposes. The property meets much of the criteria for the proposed development. The site's zoning does not permit the proposed activity, furthermore, the site's current use for horticultural cropping activities may be considered the highest and best use of the land due to the site's current water take allocation. Horticultural land uses are strongly encouraged within this zoning. The property is situated nearby much of the local Sikh community of whom have been purchasing dwellings in the area with the long term intent of being close to the temple.

7.0 CONCLUSION

From the analysis there are limited alternative sites suitable for the development of the Sikh Temple.

The current site is well suited to the proposal with the only real impediment being the Plains zoning, and the regional strategy to protect all Plains zone land for primary production.

28 Richmond Road adjoins residential development and is amidst industrial development being an area previously identified for future industrial expansion. The land is not in productive use and given the growth of urban activities in the immediate proximity has limited if any appeal for such activities. The Society's development proposal will result in the majority of the site being grass recreation areas with only limited building and hard surface development. This does not take the land out of potential future production and utilises an otherwise unattractive rural land parcel that is marginal due to its position and nature.

The realistic potential alternative sites have significant planning issues also. On balance we view the site at 28 Richmond Road as suitable and have been unable to identify a site that is clearly a better option for the Sikh Community.

If an alternative site was required, a site within the Rural zone of the Napier City area, such as the site identified in Awatoto may be a feasible option. This would however be subject to Resource Consent being granted by Napier City Council, and the availability of land within this area. These sites would also not likely be easily accessible from pedestrians from Napier.

This study has been prepared for the New Zealand Sikh Society (Hastings) Incorporated for the purposes of determining a suitable development location for a proposed Sikh Temple and associated facilities. No other person should rely upon this study for any purpose without reference to the valuer undersigned, and should some other person do so without reference to the undersigned then that person does so at their own risk.

Yours faithfully

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Appendix 3

EAM – Detailed Site Investigation



Item 2

Attachment D



Item 2

DETAILED SITE ASSESSMENT
WITH NATIONAL ENVIRONMENTAL
STANDARD FOR ASSESSING AND
MANAGING CONTAMINANTS IN SOIL
TO PROTECT HUMAN HEALTH



Attachment D

RICHMOND ROAD
HASTINGS,
HAWKE'S BAY

PROJECT NO. EAM1811-REP-01

PREPARED FOR
NZ SIKH SOCIETY (HASTINGS) INC

PREPARED BY
JASON STRONG

FEBRUARY 2018

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NES DETAILED SITE INVESTIGATION, RICHMOND ROAD, HASTINGS

Report prepared by:

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Principal Environmental Scientist
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LIMITATIONS:

This report has been prepared based on information provided by third parties. EAM NZ LTD has not independently verified the provided information and has relied upon it being accurate and sufficient for use by EAM NZ LTD in preparing the report. EAM NZ LTD accepts no responsibility for errors or omissions in, or the currency or sufficiency of, the provided information. This report has been prepared by EAM NZ LTD on the specific instructions of NZ Sikh Society (Hastings) Ltd for the limited purposes described in the report. EAM NZ LTD accepts no liability to any other person for their use of or reliance on this report, and any such use or reliance will be solely at their own risk.

Notwithstanding the Report Limitations, we confirm that Hastings District Council can rely on this report for the purposes of determining compliance with the NES guidelines with respect to the development identified in this assessment.

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NES DETAILED SITE INVESTIGATION, RICHMOND ROAD, HASTINGS

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NES DETAILED SITE INVESTIGATION, RICHMOND ROAD, HASTINGS

1.0 INTRODUCTION

1.1 BRIEF

EAM NZ Limited (EAM) has been engaged by New Zealand Sikh Society (Hastings) Inc (NZSS) to undertake a Detailed Site Investigation at a rural property located at Richmond Road, Hastings (Herein referred to as the Site). Figure 1 illustrates the Site location. NZSS propose to establish a new Temple at the site. We understand a small dwelling for a priest as well as recreational areas are also proposed. Figure 2 illustrates the proposed layout of the Temple development.

As the property has been used historically as an orchard there is the potential for soil contamination at the Site. The DSI has been undertaken to provide an assessment of the Sites contaminative status and to assess the human health risks for the proposed development.

A phased approach has been adopted for the investigation, with an initial preliminary Site investigation of assembling background information to identify potential sources of contamination from past and present activities. This information is then used to develop a conceptual Site model and investigation strategy.

The NES will be triggered by a resource consent application through a change in activity, earthworks, and being identified as having or had an activity or activities undertaken on it (in this case an orchard) that is listed on the Hazardous Activities or Industrial List (HAIL).

This report provides the following information:

- Background information;
- Site history and laboratory results;
- A conceptual Site model;
- Evaluation of determinants and risk assessment;
- Brief outline of recommendations; and
- Conclusions.

This investigation has been carried out in accordance with the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (NES).

2.0 SITE DETAILS

2.1 SITE IDENTIFICATION AND ZONING

The Site is located approximately two kilometres North of Hastings City Central Business District (Figure 1). The Site is legally described as Pt LOT 1 DP 6463 BLK XV1 HERETAUNGA SD and covers a total area of approximately 3.9041 hectares. The Site is zoned Plains Production Zone as per the Hastings District Plan.

2.2 SITE DESCRIPTION AND CURRENT LAND USE

The property is predominantly flat and currently used for cropping (squash was being harvested at time of site visit).

NES DETAILED SITE INVESTIGATION, RICHMOND ROAD, HASTINGS

FIGURE 1: SITE LOCATION



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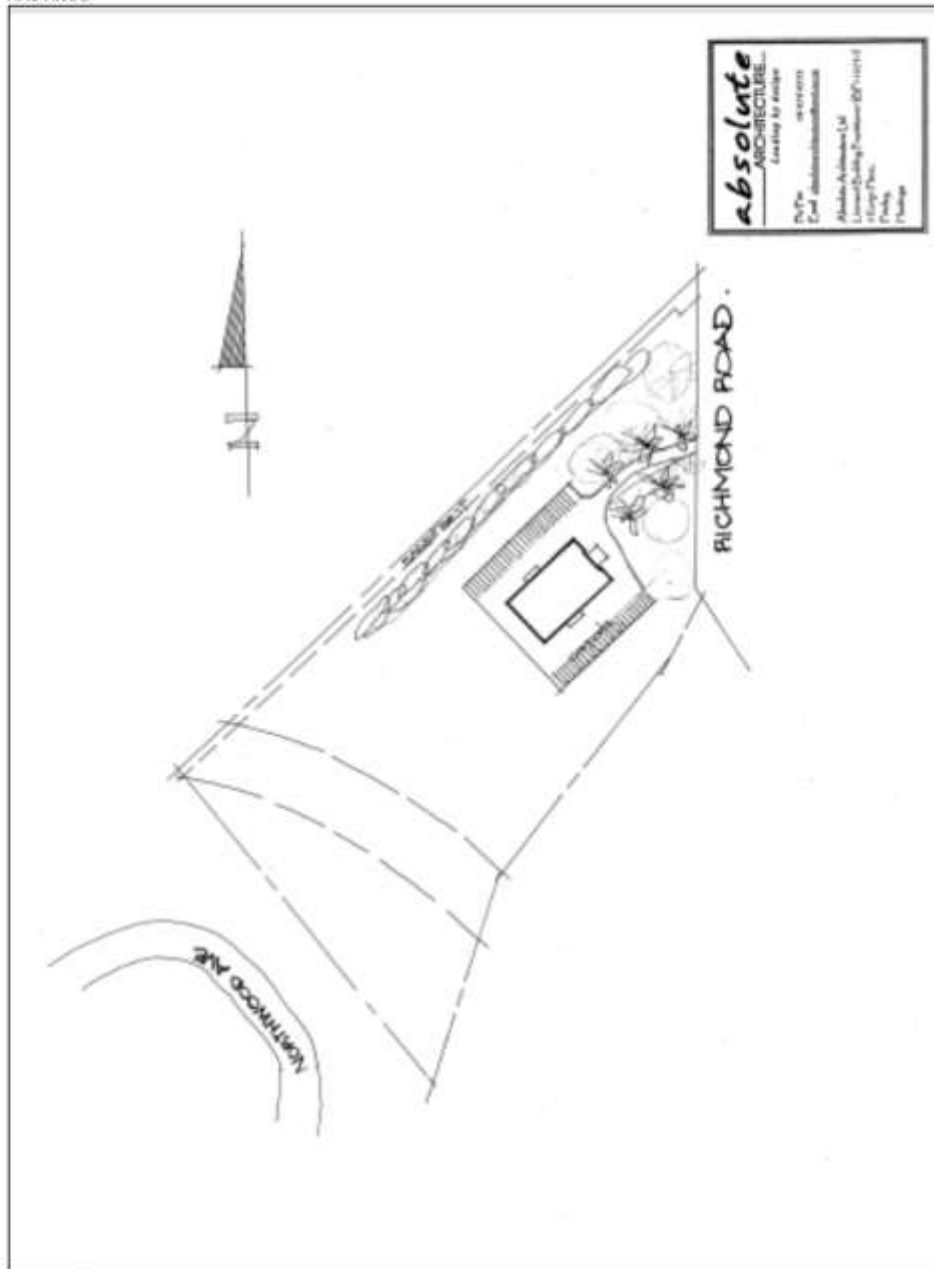
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NES DETAILED SITE INVESTIGATION, RICHMOND ROAD, HASTINGS

FIGURE 2: LAYOUT OF PROPOSED (CONCEPTUAL TO BE REFINED) SIKH TEMPLE AT RICHMOND ROAD, HASTINGS



NES DETAILED SITE INVESTIGATION, RICHMOND ROAD, HASTINGS

3.0 ENVIRONMENTAL SETTING**3.1 GENERAL SETTING**

The topography of the site and surrounds is low gradient flat land. Land use immediately surrounding the site is a mix of cropping, residential and industrial activities. The Ruahapia Stream is the nearest natural waterway, approximately one kilometre to the South.

A review of the soil map of the Heretaunga Plains (Griffiths, 2001) indicates the soil at the site is a 'Karamu' Soil with 30-45 cm silt loam/clay loam on sand. The soils are described as having imperfect drainage and the depth to the water table (after wet periods) is 60-75 cm.

4.0 DESKTOP REVIEW OF SITE HISTORY

A desktop assessment was undertaken to provide an overview of any potential contaminants of concern that may be present at the site because of any documented past and present activities. The following information was sourced to establish the history of the site:

- Hastings District Council (HDC) Resource Consents Database and Property Files;
- Historical aerial photographs;
- Historical Certificates of title;
- A search of the Land Use Register held at Hawkes Bay Regional Council (HBRC).
- Site Inspection.

4.1 HASTINGS DISTRICT COUNCIL PROPERTY FILES

EAM viewed the HDC property files for the site at HDC offices. No information regarding possible contaminant sources were found.

4.2 HISTORICAL AERIAL PHOTOGRAPHS

Historical aerial photographs of the Site from 1949, 1976, 1980, 1988, 1994, 2004 and 2014 have been reviewed. The aerial photographs were sourced from HDC are shown as Figures 3-8.

1949 - This photo shows that the land was in pasture.

1969 - This image shows that the site is still in pasture;

1977 - This image shows that fruit trees have been recently planted;

1994 - This image shows the site is still used as an orchard;

2008 - This image shows the site is still in orchard;

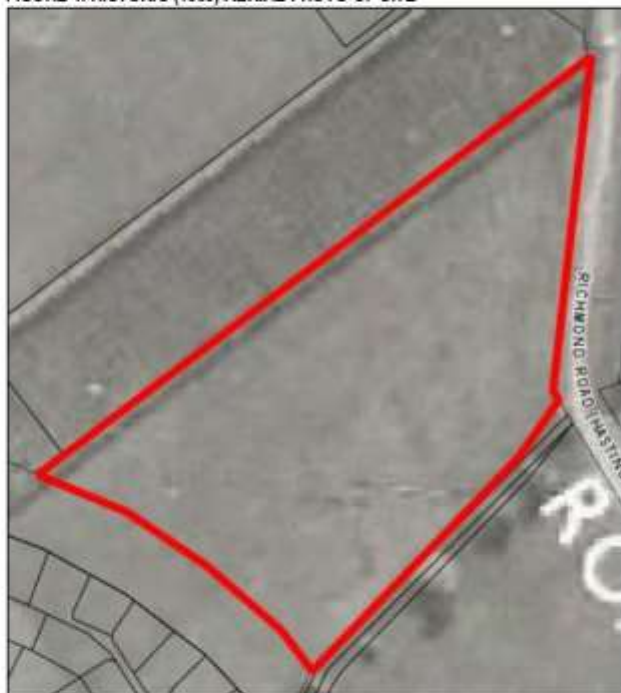
2009 - This image shows that the fruit trees have been pulled out. The Site has been used for cropping since this time;

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FIGURE 3: HISTORIC (1949) AERIAL PHOTO OF SITE



FIGURE 4: HISTORIC (1969) AERIAL PHOTO OF SITE



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FIGURE 5: HISTORIC (1977) AERIAL PHOTO OF SITE



FIGURE 6: HISTORIC (1994) AERIAL PHOTO OF SITE



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FIGURE 7: HISTORIC (2008) AERIAL PHOTO OF SITE



FIGURE 8: HISTORIC (2009) AERIAL OF SITE



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4.3 HAWKE'S BAY REGIONAL COUNCIL LAND USE REGISTER

A search was made for information from HBRCs Listed Land Use Register (LLUR). This register is used to hold information about sites that have used, stored or disposed of hazardous substances, based on activities detailed in the Ministry for the Environment's (MfE) Hazardous Activities and Industries List (HAIL) (MfE, 2011a). The search revealed that the site under assessment is not listed on the LLUR.

4.4 SITE INSPECTION

A site inspection was carried out in February 2018, with objective of identifying any potential sources of land contamination.

The Site is laying fallow with a crop of squash having just been harvested (Figure 9). The only structure at the Site is a small bore shed (Figure 10).

No obvious contamination indicators (i.e. surface soil staining/odours) or other contamination sources were noted during the inspection of the property.

FIGURE 9: VIEW OF SITE LOOKING NORTH



NES DETAILED SITE INVESTIGATION, RICHMOND ROAD, HASTINGS

FIGURE 10: VIEW OF SITE LOOKING NORTH SHOWING BORE SHED



4.5 SUMMARY OF DESKTOP INVESTIGATION

The desktop summary has identified that a HAIL activity (an orchard) has occurred at the site under assessment from the late 1970s until 2008 (a time when lead arsenate or organo-chlorine sprays were not in use in New Zealand). A bore with associated shed is the only structure at the site. Historic photography suggests that this shed is a relatively new structure.

No other potential contaminant sources were identified from this investigation.

Therefore, the historical evidence suggests that although an orchard (HAIL activity) has occurred there are unlikely to be any legacy contaminants such as lead, arsenic or organo-chlorines present at the site. Regardless, a Detailed Site Investigation is required due to the orchard activity having occurred.

NES DETAILED SITE INVESTIGATION, RICHMOND ROAD, HASTINGS

5.0 INVESTIGATION & RISK ASSESSMENT PROCESS**5.1 CONCEPTUAL SITE MODEL**

The potential effects of the proposed activity of the Site from contaminated soils are outlined in a preliminary site conceptual model set out below. The following is an analysis of potential contaminants, receptors and pathways (linkages) between the two.

5.1.1 HAZARDOUS SUBSTANCES AND POTENTIAL CONTAMINANTS OF CONCERN

Hazardous substances potentially exist at the site because of past activities.

- Heavy metals from horticultural sprays such as arsenic and lead may be (but unlikely) present;
- Organic compounds such as organo-chlorines e.g. DDT and dieldrin etc. from horticultural sprays.

5.1.2 POTENTIAL RECEPTORS

Potential receptors include:

- Future residents of the Site;
- Excavation and construction workers during any future redevelopment of the Site.

5.1.3 EXPOSURE PATHWAYS

A human health risk can only occur where there is a complete pathway between contaminant sources and a receptor. Building floors, paved areas and grass will largely or completely prevent contact with soil and therefore direct exposure pathways are or will be incomplete for such areas. Potential complete pathways are:

- Direct contact (dermal) with soil;
- Consumption of produce grown at the Site;
- Direct contact and inhalation of dusts and soil during construction and ongoing site maintenance and/or subsurface maintenance works;

5.2 INVESTIGATION RATIONALE

The overall rationale for the DSI was to determine whether any of the historical activities on the Site have caused soil contamination that would affect the proposed future use. In this instance it was decided to carry out a broad-scale sampling exercise.

5.2.1 SITE SAMPLING

The number of samples collected as part of this assessment was in keeping with the "Contaminated Land Guidelines No. 5" (MfE 2011). These guidelines set out (in Table A1; p63) the "minimum sampling points required for detection of circular hotspots using a systematic sampling pattern at 95% confidence level".

A total of forty samples (Figure 11) were analysed using XRF. Twenty percent of these included validation samples that were sent to Hill Laboratories in Hamilton. At each sample Site a total of five 150 mm cores (as this represents the predominant topsoil depth at this Site) were collected. A separate sample was collected and analysed around the bore shed.

NES DETAILED SITE INVESTIGATION, RICHMOND ROAD, HASTINGS

5.2.2 SAMPLE COMPOSITING

To keep costs to a minimum, samples were composited for organo-chlorine pesticide compound (OCP) analysis. The composite was prepared by the laboratory. Note: When comparing composite results against guideline values, the guideline value must be adjusted by dividing the value by the number of sub-samples in the composite.

5.2.3 FIELD QUALITY ASSURANCE AND QUALITY CONTROL (QA/QC)

Quality Assurance and Quality Control procedures undertaken during sampling included the following:

- Changing of disposable gloves after each sample;
- Decontaminating and rinsing of tools between each sample;
- Collection of soil samples in new, clean, appropriately labelled glass jars supplied by Hill Laboratories;
- Storing samples in chilled conditions whilst on Site and until delivery to the laboratory for analysis;
- Use of chain of custody procedures and forms; and Use of IANZ accredited laboratories with in-house QA/QC procedures for the analyses requested.

FIGURE 11: SAMPLE SITES



NES DETAILED SITE INVESTIGATION, RICHMOND ROAD, HASTINGS

6.0 RESULTS OF ANALYSIS - DISCUSSION**6.1 ARSENIC & LEAD**

Table 1 shows the XRF and laboratory validation results of analysis for soil concentrations of arsenic and lead from this assessment.

Note: The land use activity chosen for assessment criteria in this case is Rural Residential. The reason for this is that the land use activity will involve recreation as well as a small area for residential living.

TABLE 1: SUMMARY OF SOIL ARSENIC AND LEAD (XRF) RESULTS (ALL RESULTS mgkg⁻¹ DRY WEIGHT). NUMBERS IN BRACKETS ARE VALIDATION RESULTS FROM HILL LABORATORIES.

Sample Name	Arsenic	Lead
Site #1	<4 (5)	14.9 (13.9)
Site #2	<4	12.8
Site #3	<4	13.6
Site #4	<4	13.1
Site #5	<4 (5)	12.6 (13.9)
Site #6	5	14.2
Site #7	<4	13.6
Site #8	5	14.1
Site #9	6 (5)	12.9 (13.4)
Site #10	<4	13.8
Site #11	<4	14.4
Site #12	<4	15.2
Site #13	5 (4)	(14.3)
Site #14	<4	13.5
Site #15	<4	12.8
Site #16	6	12.7
Site #17	<4 (4)	12.9 (12.2)
Site #18	<4	132.6
Site #19	<4	13.8
Site #20	5	12.7
Site #21	<4 (5)	12.4 (13.7)
Site #22	<4	12.0
Site #23	<4	13.5
Site #24	<4	10.7
Site #25	<4	14.8
Site #26	<4 (5)	15.4 (16.1)
Site #27	5	14.8
Site #28	5	14.1
Site #29	4	13.2
Site #30	<4	12.6
Site #31	<4 (4)	13.0 (13.8)

NES DETAILED SITE INVESTIGATION, RICHMOND ROAD, HASTINGS

TABLE 1 (CONTINUED): SUMMARY OF SOIL ARSENIC AND LEAD (XRF) RESULTS (ALL RESULTS mg/kg¹ DRY WEIGHT). NUMBERS IN BRACKETS ARE VALIDATION RESULTS FROM HILL LABORATORIES.

Sample Name	Arsenic	Lead
Site #32	<4	14.3
Site #33	<4	12.1
Site #34	7	15.2
Site #35	6 (4)	14.4 (13.3)
Site #36	<4	10.8
Site #37	<4	13.5
Site #38	<4	14.2
Site #39	4	14.9
Site #40	5 (4)	11.9 (12.8)
Bore Shed	5 (4)	13.7 (13.2)
NES Rural Residential 25% produce	17	160
Hawke's Bay Background soil concentrations (Cavanagh, 2014)	9	27

The results for all analysed samples were below the Soil Contaminant Standards for arsenic and lead for the land use scenario of rural residential (25% produce). Additionally, the XRF results compare well with the laboratory results.

Compared to Hawke's Bay background soil concentrations the results indicate concentrations expected from a native uncontaminated Hawke's Bay soil.

6.2 ORGANO-CHLORINE PESTICIDES (OCPS)

A composite sample (using samples 2, 5, 8 and 10) and a sample from around the bore shed were analysed for organo-chlorine pesticide compounds. Of the twenty-five compounds analysed for, none were recorded as present above method detection limits. Therefore, all results are well below the applicable SCSs values for the land use scenario of rural residential (25% produce).

6.3 RISK ASSESSMENT

A hazard – pathway – receptor pollution linkage is considered to aid assessment of risk associated with results of the site investigation. The focus of the NES is protection of human health so only this aspect is considered and not the potential effect on the surrounding environment.

For contaminated soils to pose a risk to a receptor, a complete pathway must exist between the contamination source and the identified receptor(s). If there is an incomplete pathway, then there is no risk. In this instance the results show that a risk to human health at this site is highly unlikely to exist.

7.0 NES COMPLIANCE

From this review it is determined that due consideration was given to the full range of potential contaminants that might be expected to occur at this site. This includes consideration of and sample laboratory analysis for heavy metals and OCPs.

Comparison of the samples analysed, with the NES SCS values, show that concentrations were present at levels considered minimal risk to human health with regards to the proposed activities at this site and therefore is compliant with the NES.

NES DETAILED SITE INVESTIGATION, RICHMOND ROAD, HASTINGS

8.0 CONCLUSIONS

Based on the findings of this report for the assessed piece of land at Richmond Road, Hastings:

- A review of the site history was carried out that indicated a requirement for site sampling;
- Appropriate site sampling and preliminary XRF and laboratory soil analysis was then carried out;
- Results recorded arsenic and lead results are well below the NES soil contaminant standards for the land use scenario of Rural Residential (25% produce);
- **The assessment has identified that the soils at this site are highly unlikely to represent a risk to human health. No further investigation is required.**

9.0 REFERENCES

MfE 2011 Contaminated Land Management Guidelines No.1 Reporting on Contaminated Sites in New Zealand. Ministry for the Environment.

MfE 2012 Users' Guide National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health. Ministry for the Environment.

MfE 2011 Contaminated Land Management Guidelines No.5; Site Investigation and Analysis of Soil. Ministry for the Environment.

NES DETAILED SITE INVESTIGATION, RICHMOND ROAD, HASTINGS

APPENDIX 1

LABORATORY REPORT OF ANALYSIS

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		Hill Laboratories TRIED, TESTED AND TRUSTED		R J Hill Laboratories Limited 28 Duke Street Penitron 3204 Private Bag 3205 Hamilton 3240 New Zealand		T 0608 HILL LAB (44 555 00) T +64 7 858 2000 E mail@rjh-labs.co.nz W www.rjh-laboratories.com	
ANALYSIS REPORT Page 1 of 2							
Client: EAM NZ Limited Contact: J Strong C/- EAM NZ Limited PO Box 1154 Napier 4140		Lab No: 1524585 Date Received: 14-Feb-2018 Date Reported: 21-Feb-2018 Quote No: 72316 Order No: Client Reference: Richmond Road Sikh Temple Submitted By: J Strong					
Sample Type: Soil							
Sample Name: Richmond Road 1 13-Feb-2018		Sample Name: Richmond Road 2 13-Feb-2018		Sample Name: Richmond Road 3 13-Feb-2018		Sample Name: Richmond Road 4 13-Feb-2018	
Lab Number: 1524585.1		Lab Number: 1524585.2		Lab Number: 1524585.3		Lab Number: 1524585.4	
Individual Tests							
Total Recoverable Arsenic mg/kg dry wt		5		5		4	
Total Recoverable Lead mg/kg dry wt		13.9		13.9		14.3	
		12.2					
Sample Name: Richmond Road 5 13-Feb-2018		Sample Name: Richmond Road 6 13-Feb-2018		Sample Name: Richmond Road 7 13-Feb-2018		Sample Name: Richmond Road 8 13-Feb-2018	
Lab Number: 1524585.5		Lab Number: 1524585.6		Lab Number: 1524585.7		Lab Number: 1524585.8	
Individual Tests							
Total Recoverable Arsenic mg/kg dry wt		5		5		4	
Total Recoverable Lead mg/kg dry wt		13.7		16.1		13.3	
		12.8					
Sample Name: Richmond Road Shed 13-Feb-2018		Sample Name: Composite of Richmond Road 2, Richmond Road 5, Richmond Road 6 & Richmond Road 10					
Lab Number: 1524585.11		Lab Number: 1524585.12					
Individual Tests							
Dry Matter g/100g as received		80		80		-	
Total Recoverable Arsenic mg/kg dry wt		4		-		-	
Total Recoverable Lead mg/kg dry wt		13.2		-		-	
Organochlorine Pesticides Screening in Soil							
Aldrin mg/kg dry wt		+ 0.013		+ 0.013		-	
alpha-BHC mg/kg dry wt		+ 0.013		+ 0.013		-	
beta-BHC mg/kg dry wt		+ 0.013		+ 0.013		-	
delta-BHC mg/kg dry wt		+ 0.013		+ 0.013		-	
gamma-BHC (Lindane) mg/kg dry wt		+ 0.013		+ 0.013		-	
cis-Chlordane mg/kg dry wt		+ 0.013		+ 0.013		-	
trans-Chlordane mg/kg dry wt		+ 0.013		+ 0.013		-	
Total Chlordane (cis+trans)* mg/kg dry wt		+ 0.04		+ 0.04		-	
2,4-DDD mg/kg dry wt		+ 0.013		+ 0.013		-	
4,4-DDD mg/kg dry wt		+ 0.013		+ 0.013		-	
2,4-DDE mg/kg dry wt		+ 0.013		+ 0.013		-	
4,4-DDE mg/kg dry wt		+ 0.013		+ 0.013		-	
2,4-DDT mg/kg dry wt		+ 0.013		+ 0.013		-	
4,4-DDT mg/kg dry wt		+ 0.013		+ 0.013		-	
Total DDT isomers mg/kg dry wt		+ 0.08		+ 0.08		-	
Dieldrin mg/kg dry wt		+ 0.013		+ 0.013		-	
Endosulfan I mg/kg dry wt		+ 0.013		+ 0.013		-	
 IANZ ACCREDITED LABORATORY							
This Laboratory is accredited by International Accreditation New Zealand (IANZ), which represents New Zealand in the International Laboratory Accreditation Cooperation (ILAC). Through the ILAC Mutual Recognition Arrangement (ILAC-MRA) this accreditation is internationally recognised. The tests reported herein have been performed in accordance with the terms of accreditation, with the exception of tests marked *, which are not accredited.							

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NES DETAILED SITE INVESTIGATION, RICHMOND ROAD, HASTINGS

Sample Type: Soil					
Sample Name:	Richmond Road Shed 13-Feb-2018	Composite of Richmond Road 2, Richmond Road 5, Richmond Road 8 & Richmond Road 10			
Lab Number:	1304585.11	1304585.12			
Organochlorine Pesticides Screening in Soil					
Endosulfan II	mg/kg dry wt	< 0.013	< 0.013	-	-
Endosulfan sulphate	mg/kg dry wt	< 0.013	< 0.013	-	-
Endrin	mg/kg dry wt	< 0.013	< 0.013	-	-
Endrin aldehyde	mg/kg dry wt	< 0.013	< 0.013	-	-
Endrin ketone	mg/kg dry wt	< 0.013	< 0.013	-	-
Heptachlor	mg/kg dry wt	< 0.013	< 0.013	-	-
Heptachlor epoxide	mg/kg dry wt	< 0.013	< 0.013	-	-
Heptachlorobenzene	mg/kg dry wt	< 0.013	< 0.013	-	-
Methoxychlor	mg/kg dry wt	< 0.013	< 0.013	-	-
SUMMARY OF METHODS					
The following table gives a brief description of the methods used to conduct the analyses for this job. The detection limits given below are those obtained in a preliminary clean matrix. Detection limits may be higher for individual samples which contain sample matrix, or if the matrix requires that dilutions be performed during analysis.					
Test	Method Description	Default Detection Limit	Sample No		
Environmental Solids Sample Preparation	Air dried at 25°C and sieved, <2mm fraction. Used for sample preparation. May contain a residual moisture content of 2-5%.	-	1-11		
Organochlorine Pesticides Screening in Soil	Sonication extraction, SPE cleanup, dual column GC-ECD analysis (modified US EPA 8082). Tested on an isolated sample.	0.010 - 0.06 mg/kg dry wt	11-12		
Dry Matter (DM)	Dried at 102°C for 4-22hr (removes 3-6% more water than air dry) - gravimetry. (Free water removed before analysis, non-volat objects such as sticks, leaves, grass and stones also removed). US EPA 3550.	0.10 g/100g as recd	11-12		
Total Recoverable digestion	Heats / hydrochloric acid digestion, US EPA 300.2.	-	1-11		
Composite Environmental Solid Samples*	Individual sample fractions mixed together to form a composite fraction.	-	2, 5, 8, 10		
Total Recoverable Asbestos	Dried sample, sieved as specified (if required). Nitric/hydrochloric acid digestion, ICP-MS, screen level, US EPA 300.2.	2 mg/kg dry wt	1-11		
Total Recoverable Lead	Dried sample, sieved as specified (if required). Nitric/hydrochloric acid digestion, ICP-MS, screen level, US EPA 300.2.	0.4 mg/kg dry wt	1-11		

These samples were collected by yourselves (or your agent) and analysed as received at the laboratory.

Samples are held at the laboratory after reporting for a length of time depending on the preservation used and the stability of the analytes being tested. Once the storage period is completed the samples are discarded unless otherwise advised by the client.

This report must not be reproduced, except in full, without the written consent of the signatory.


Arie Heron BSc (Tech)
Client Services Manager - Environmental

Lab No: 1304585 v 1 HSI Laboratories Page 2 of 2

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Appendix 4

Concept Plans



Item 2

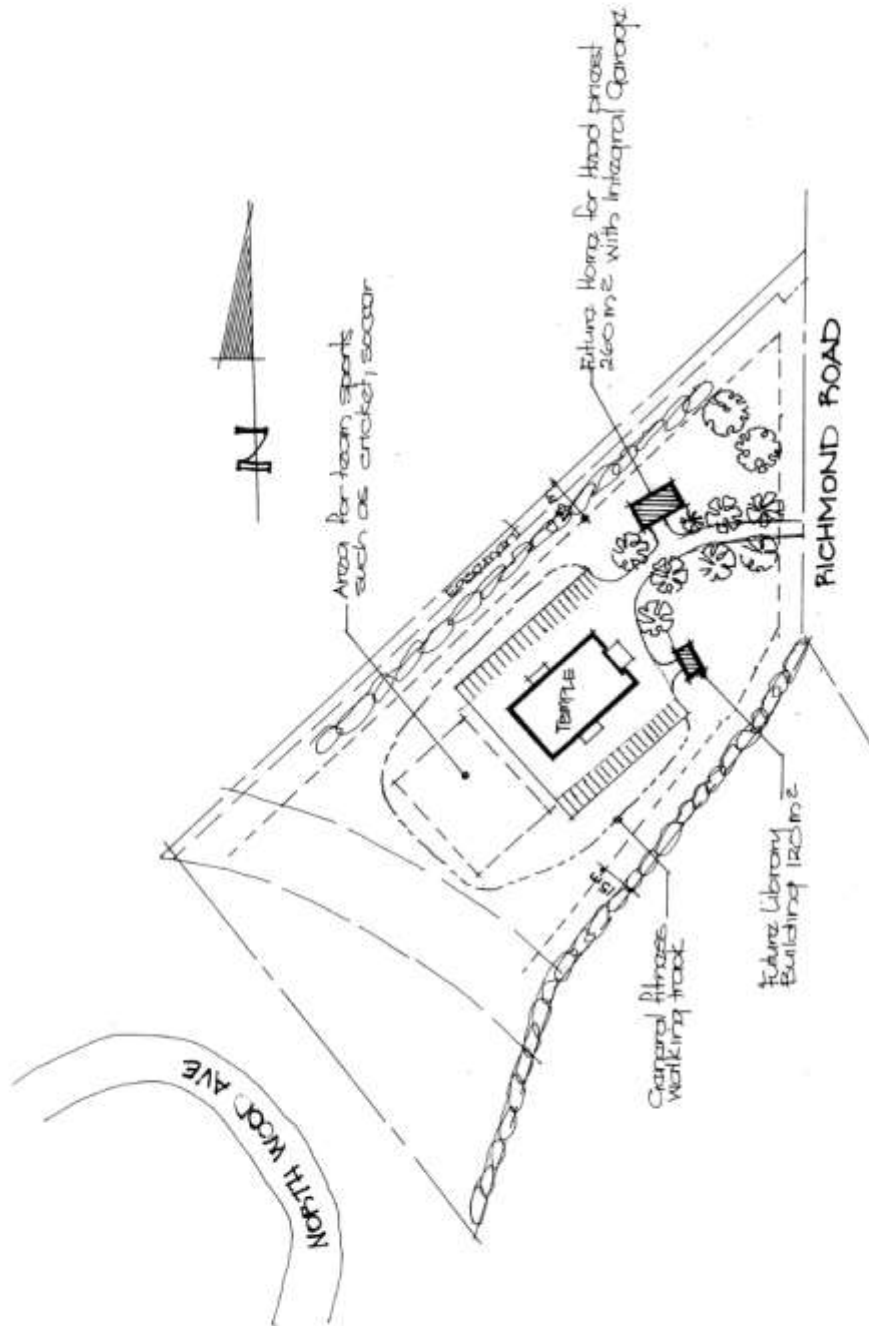
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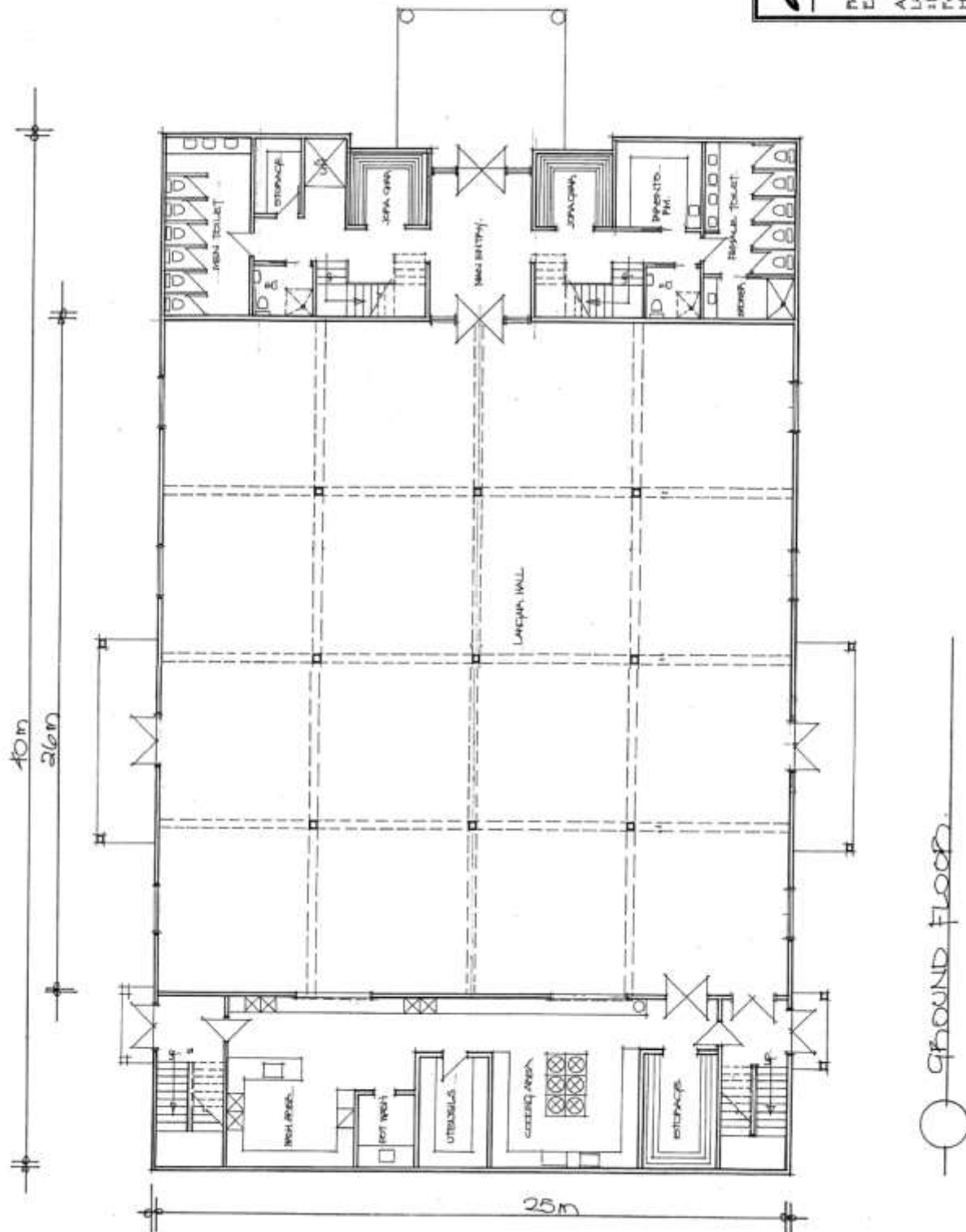
Proposed new

SIKH TEMPLE

Richmond Road, Hastings.



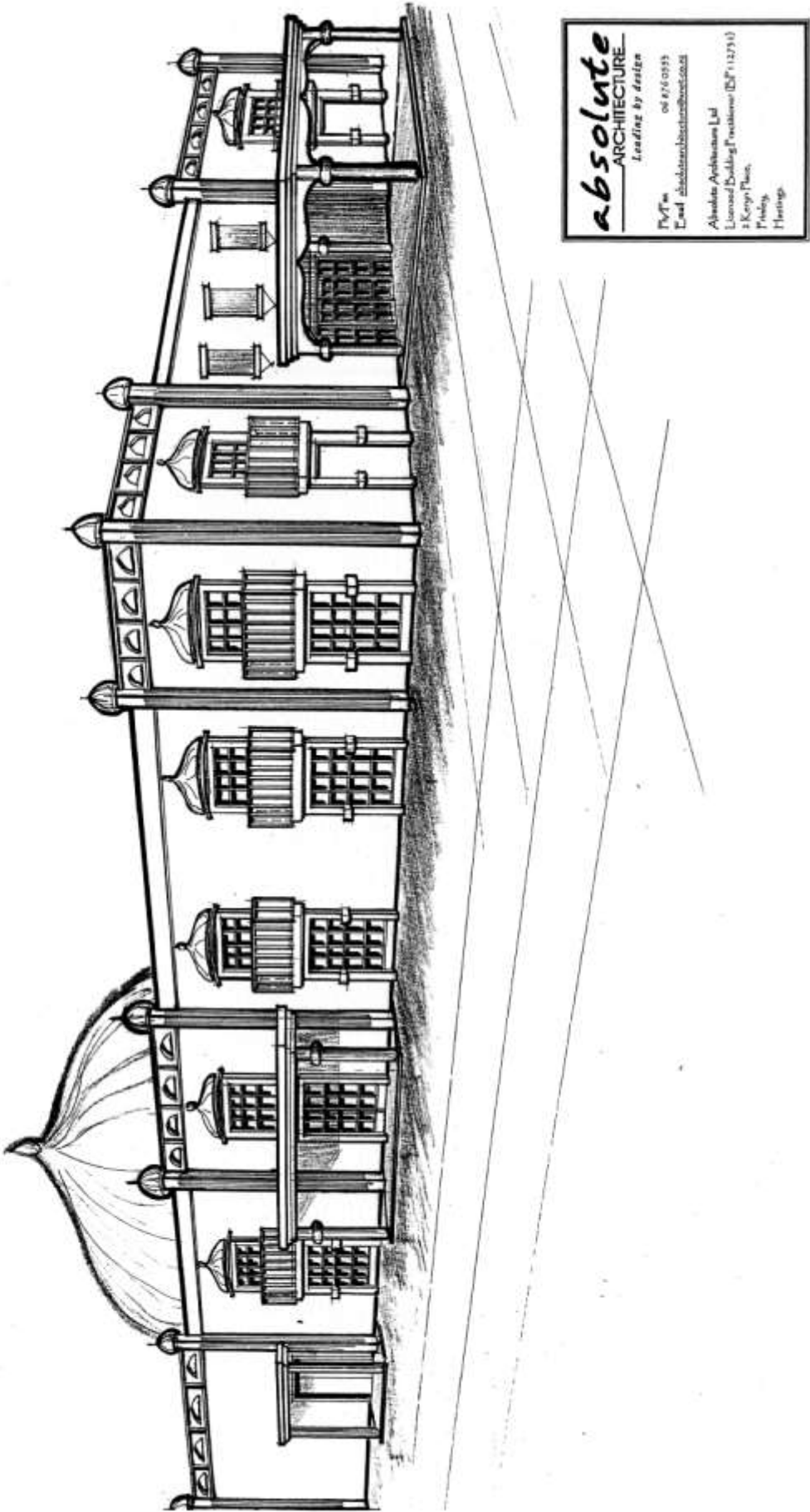




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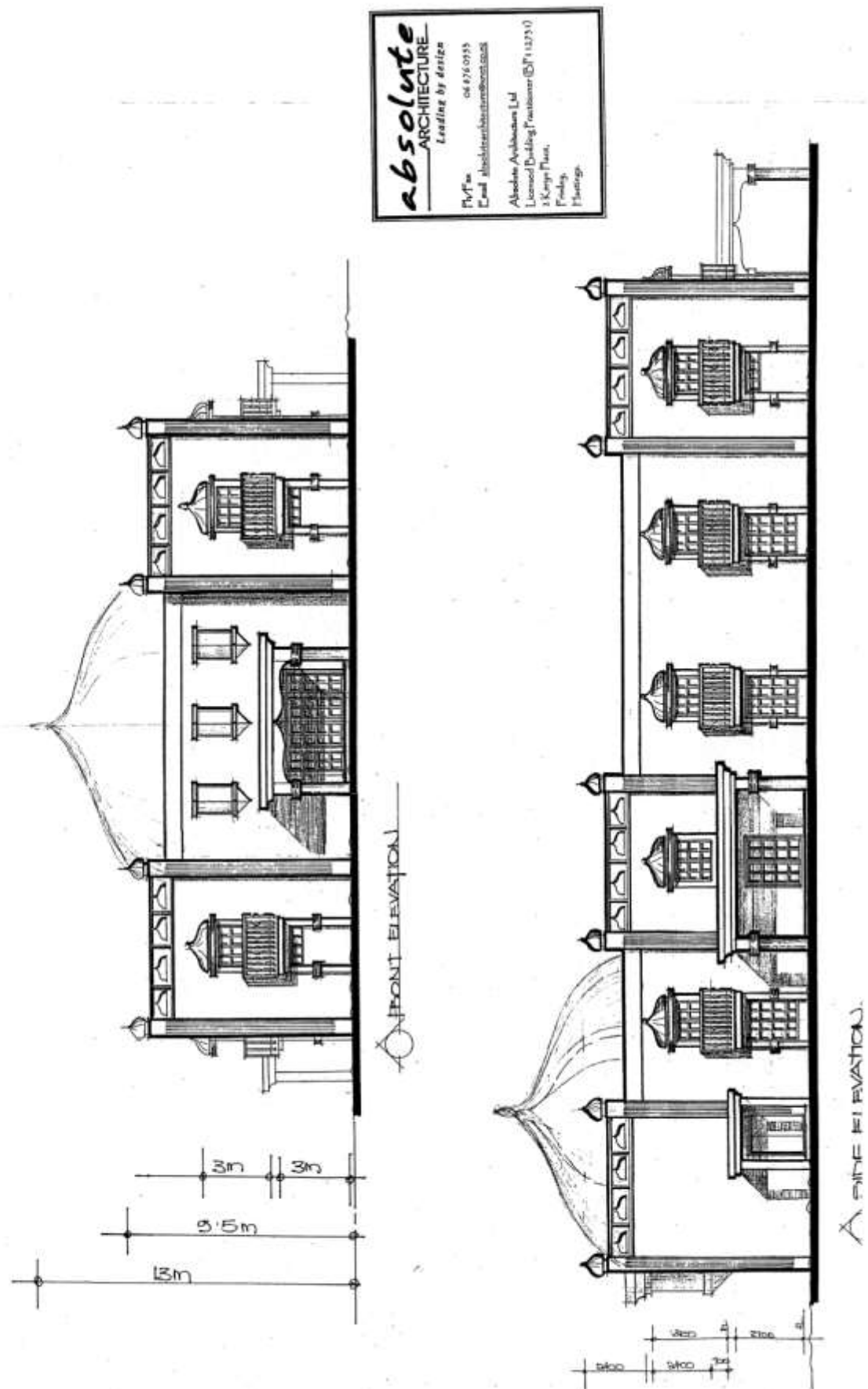
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Appendix 5

Stratagroup – Land Development Report



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LAND DEVELOPMENT REPORT

REV A

NZ SIKH SOCIETY (HASTINGS) Inc

RICHMOND ROAD
HASTINGS

For NZ Sikh Society (Hastings) Inc

Date March 2018

stratagroup
CONSULTING ENGINEERS

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J4567

Item 2

Attachment D



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Project Ref: J4667

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1. Introduction

Strata Group Consulting Engineers Ltd has been engaged by NZ Sikh Society (Hastings) Inc to undertake the land development report for the proposed Temple development in Hastings, located as indicated in Figure 1.



Figure 1 – Site Location

This report will cover the proposed Civil Engineering concepts for the following facets;

- Stormwater System – including management, collection, conveyance and treatment
- Water supply demand and design concepts
- Wastewater demand and design concepts
- Preliminary Earthworks concepts

2. Site Description

The existing site is currently used for processing crops, from reviewing the Hastings District Council (HDC) historical imagery the site has been occupied for orcharding in the past. The site is generally flat (typically less than 1% gradient) gently falling away from Richmond road.



Figure 2 - concept site arrangement

Figure 2 illustrates the concept general arrangement for the site, consisting of a large temple in the centre of the site with two proposed dwellings and a sealed area for parking. The back half of the site will be a green zone used for sports/ recreational fields. The majority of the site will remain a green space.

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Figure 3 - flooding map

Figure 3 shows the flood zone as adopted from Hawkesbay Regional Council (HBRC) Hazards Intramaps. The purple colour indicates the flood risk areas, the yellow colour indicates the low risk flood areas and the blue hatch lines are not in the study area. The proposed site is mostly covered by the low risk flooding zone with a partial area to the North Western corner not in the study area.

3. Stormwater

3.1 Existing Stormwater

Historic photos on the HDC Intra Maps show there has been no previous development constructed on the existing site and it is assumed there are no existing stormwater services for the site. Majority of existing runoff from the site flows overland into an existing drain along the Eastern boundary.

Rainfall event	10 min	20 min	30 min	60 min	2 hr	6 hr	24hr
10 year	159	116	96	69	48	27	13
50 year	317	229	190	137	92	49	22

Table 1 – Pre development run-off (litres/sec)

Using the same methods described in Chapter 4 for the proposed stormwater calculations, pre-development run-off for the entire 3.84 Ha existing site is shown in Table 1. Full run-off calculations for pre and post development are provided in Appendix A.

3.2 Proposed Stormwater System

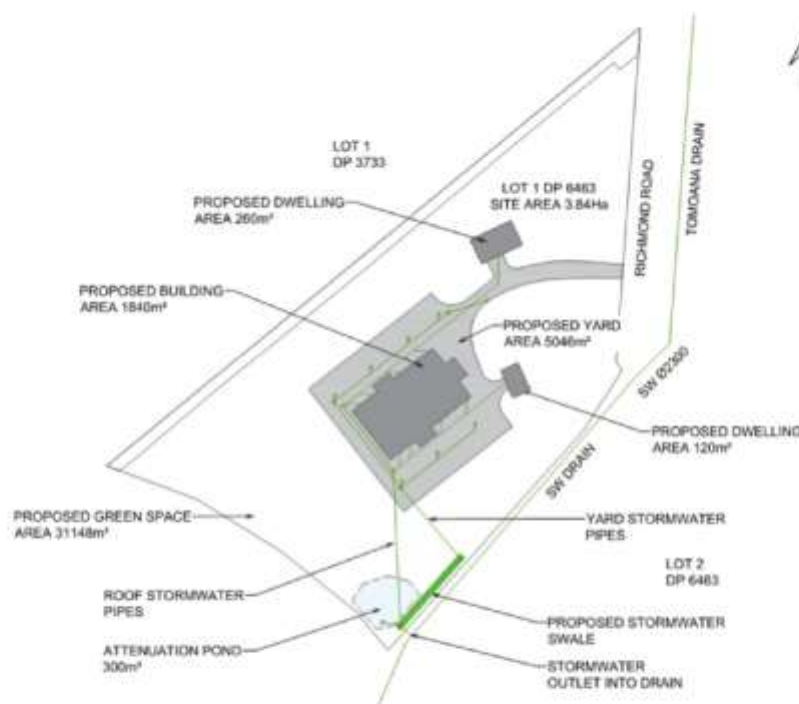


Figure 4 - Overview of proposed Stormwater System



The proposed Stormwater system will see all hardstand stormwater run-off treated via a swale along the south east boundary prior to discharge into the HBRC drain. Roof water runoff will bypass the swale and connect into a combined discharge point into the HBRC drain.

All runoff from the proposed site will be attenuated to match the pre-development peak flows for a 30-minute 50% Annual Exceedance Probability (AEP) rainfall event. As recommended in the Hawkesbay Water Way Guidelines. All runoff will be attenuated in a pond located next to the swale, refer to figure 4.

Preliminary calculations for attenuation and the swale are provided in Appendix B.

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4. Stormwater Calculations

4.1 Calculation details

The flow from the catchment has been calculated using the Rational Method ($Q=CIA$) in accordance with Hastings District Council: Engineering Code of Practice 2011.

Table 1 below summarises the runoff coefficients 'c' that have been adopted from the New Zealand Building Code NZBC/E1.

Area	C
Pasture	0.30
Seal	0.85
Roof	0.90
Unsealed Yard	0.50

Table 2: Runoff Coefficients

The rainfall intensity 'i' has been taken from HIRDS as summarised in Table 2 below. These intensities include an allowance for global warming of 2.1°. The following stormwater calculations use a 10 year, 10-minute event for pipe sizing for primary protection.

Intensity	Rainfall Intensities (mm/hr)		
	Return Period		
	10	50	100
10 Min	72	115.8	141
20 Min	51.9	83.7	102
30 Min	43.2	43.2	84.4
60 Min	31.1	50.2	61.2
2 hr	21.3	33.8	40.8
6 hr	11.7	18	21.4
24 hour	5.5	12.1	14.2

Table 3 - Rainfall Intensities

The breakdown of the current catchment characteristics as per the calculations provided in Appendix B are shown in Table 3.

CATCHMENT SURFACE DESCRIPTION	AREA (Ha)
NEW ROOF AREA	0.22
SEALED/CONCRETE YARD	0.50
GRASS/VEGETATED AREAS	3.11
TOTAL	3.83

Table 4 - Catchment surface areas



4.2 Run-off calculations

Rainfall event	10 min	20 min	30 min	60 min	2 hr	6 hr	24hr
10 year	215	157	129	94	65	36	25
50 year	428	310	257	186	125	66	44

Table 5 – Post Development run-off (litres/sec)

The primary stormwater protection will be provided via a piped network, designed to convey a 10 year, 10 minute event. As noted in Table 5, the total piped flow (215 litres per second)

The total piped flow (215 litres per second) will be conveyed to a new outlet into the HBRC drain. Full run-off calculations are provided in Appendix B.

Secondary protection will be provided with overland flow paths. Generally, run-off from the Richmond road boundary and North West boundary will travel towards the HBRC drain.

5. Wastewater

5.1 Wastewater



Figure 5 – Proposed Wastewater

The HDC GIS maps show an existing 300mm diameter gravity waste water pipe running up the North-West boundary of the site. Along the boundary are three existing manholes, survey will be required to confirm manhole depths and exact locations.

5.2 Proposed Wastewater

All internal wastewater pipes from the temple and proposed dwellings will reticulate to a manhole and have a single discharge connection into the council system, as per figure 5.

Whilst technically feasible approval will be required from the HDC to connect into the domestic network.

6. Water

6.1 Water

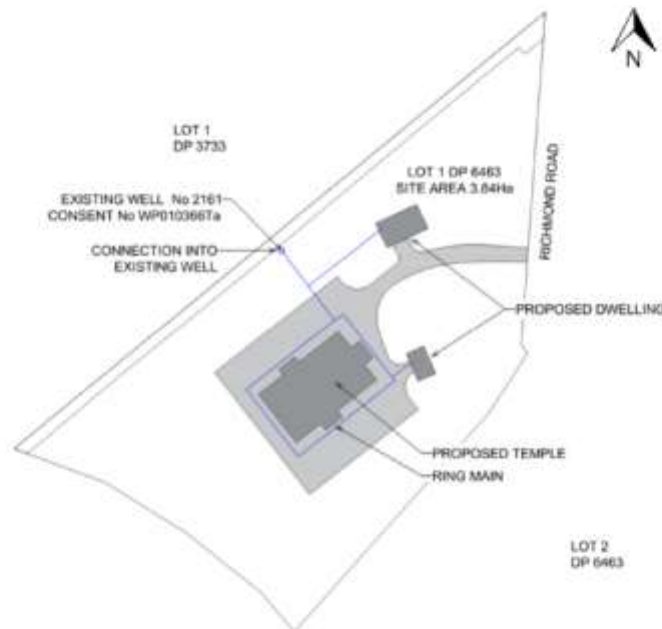


Figure 6 - Proposed Water

6.2 Proposed Water

The site has a well with an existing consent from the Hawkesbay Regional Council to irrigate 3.8 hectares of process crops (200 mm diameter).

The proposed water system will require a single connection to be drawn from the well on site to ring main around the temple. Proposed dwellings will require feeds off the main line, refer to figure 6.

The new domestic supply will require an application to amend the conditions of the existing consent for the proposed, potable water take.

Firefighting supply will require confirmation of existing bore flow rates and a subsequent solution sought.

7. Earthworks



Figure 7 – Cut and Fill

The existing site has an assumed 0.5m fall across the site from drone data taken on site. Proposed buildings will be built up with surround sealed areas falling away to match into existing ground levels.

Assuming pavement and raft construction can be designed at 450mm thick the plan above achieves a good balance for the cut-fill to base of sub-base with preliminary calculations at **2380m³** cut and **2331m³** fill to sub-base. This figure does not include cut for the swale and attenuation pond.

Clean imported hardfill will be utilised for the pavement sub-base, base-course and building raft. A total of approximately **3491m³** of imported materials will be required to achieve the design surface. This figure includes all surfaces treatments and concrete floor slabs. Pending on a Geotech report there may be an option to re-use existing silts on site for mixing with imported hardfill.



6. Summary

All hardstand run-off will be treated via a stormwater treatment swale prior to discharge

Existing stormwater run-off is 61 litres per second (5 year, 30 minute event), this run-off is predominantly conveyed overland

Total stormwater run-off from the proposed development is 120 litres per second (5 year, 30 minute event), conveyed to proposed outlet at the Tomoana drain.

Based on assumptions estimated earthworks volumes are: Total cut = 2380m³, total fill = 2331m³.

Disclaimer

This report has been prepared by Strata Group for NZ Sikh Society (Hastings) Inc and may be used and relied on by Hastings District Council for the purpose agreed between Strata Group and NZ Sikh Society (Hastings) as set out in Section 1 of this report.

Strata Group otherwise disclaims responsibility to any person other than Hastings District Council, Strata Group also excludes implied warranties and conditions to the extent legally permissible.

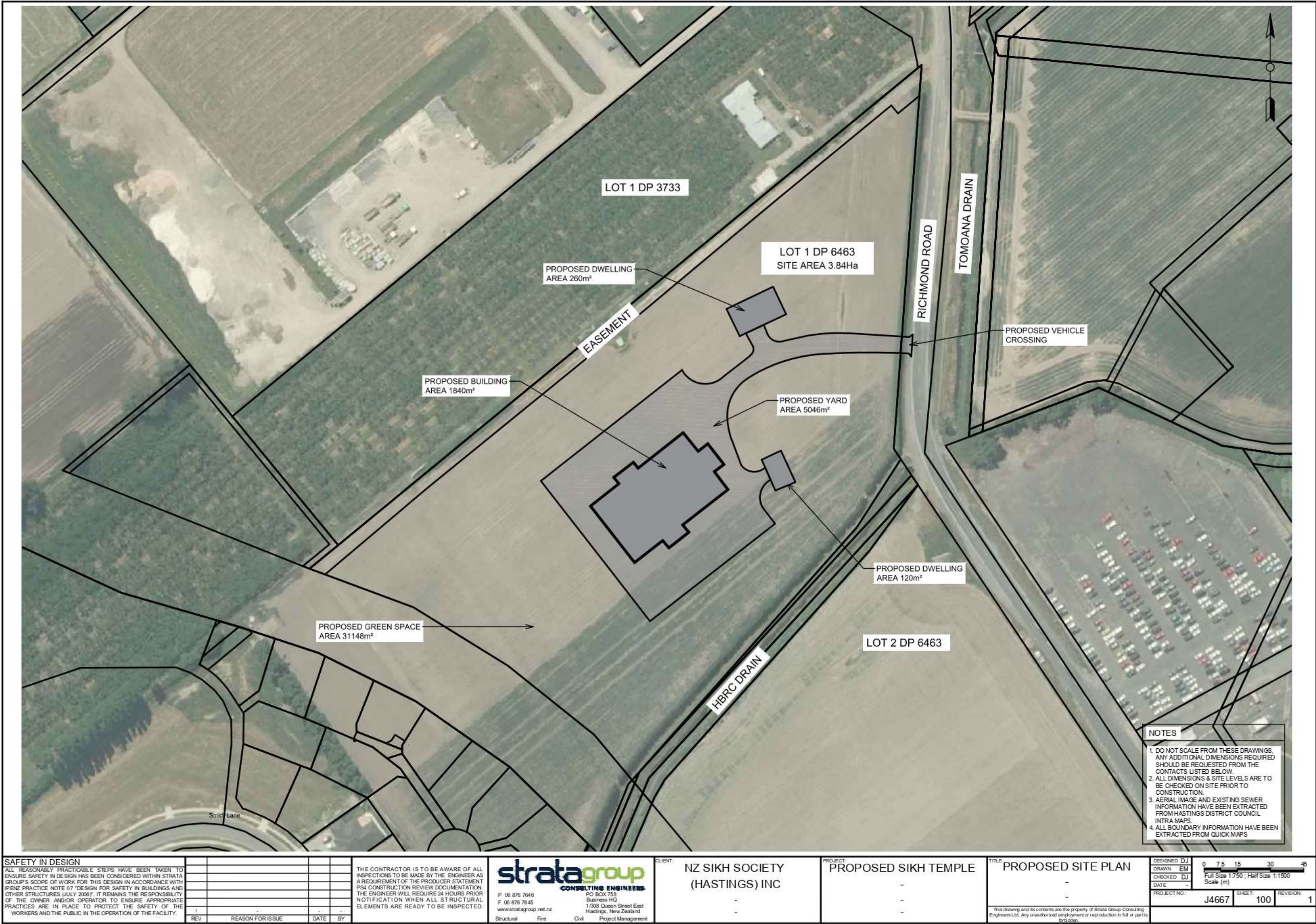
The service undertaken by Strata Group in connection with preparing this report were limited to those specifically detailed in the report and subject to the scope limitations set out in the report.

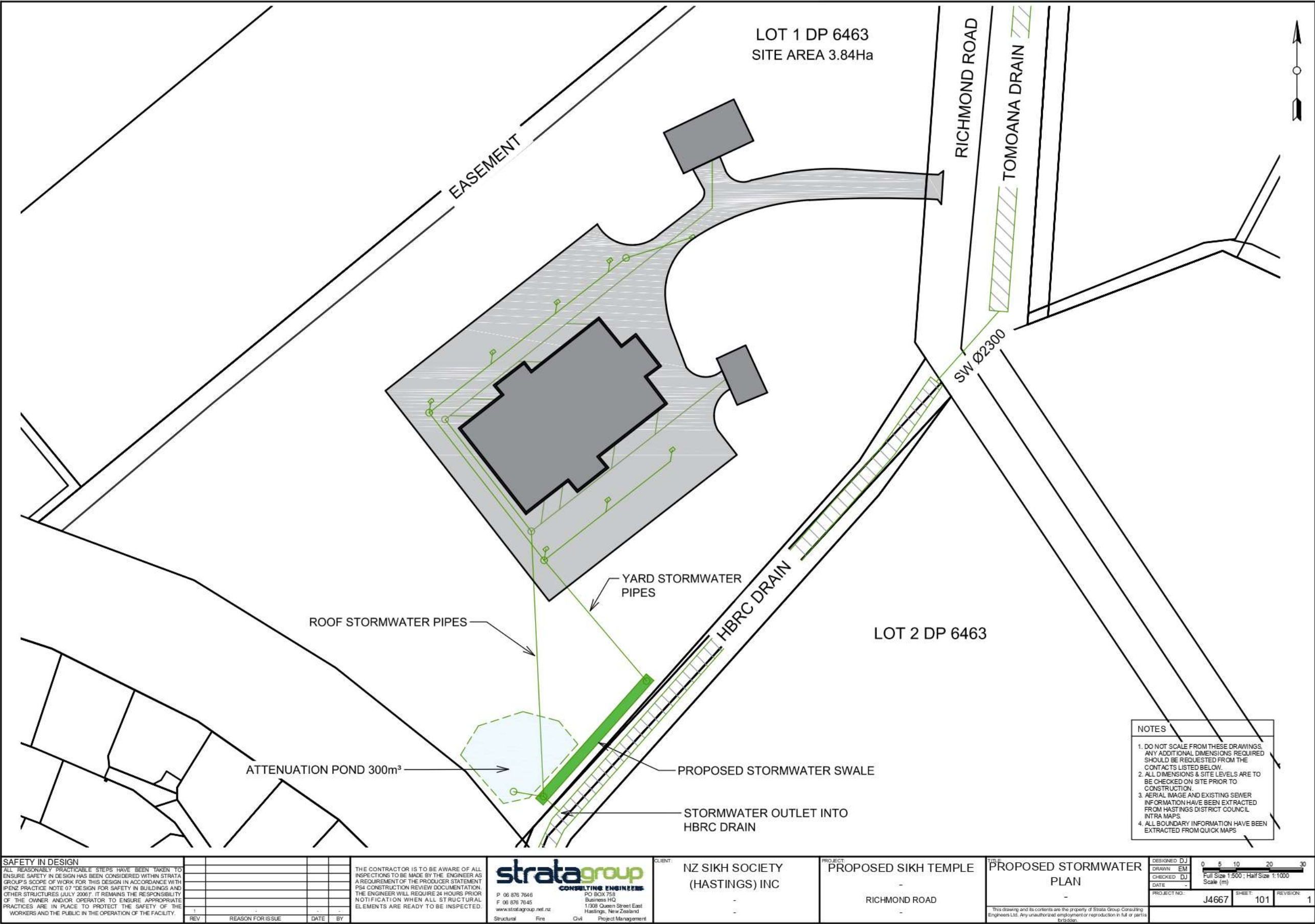


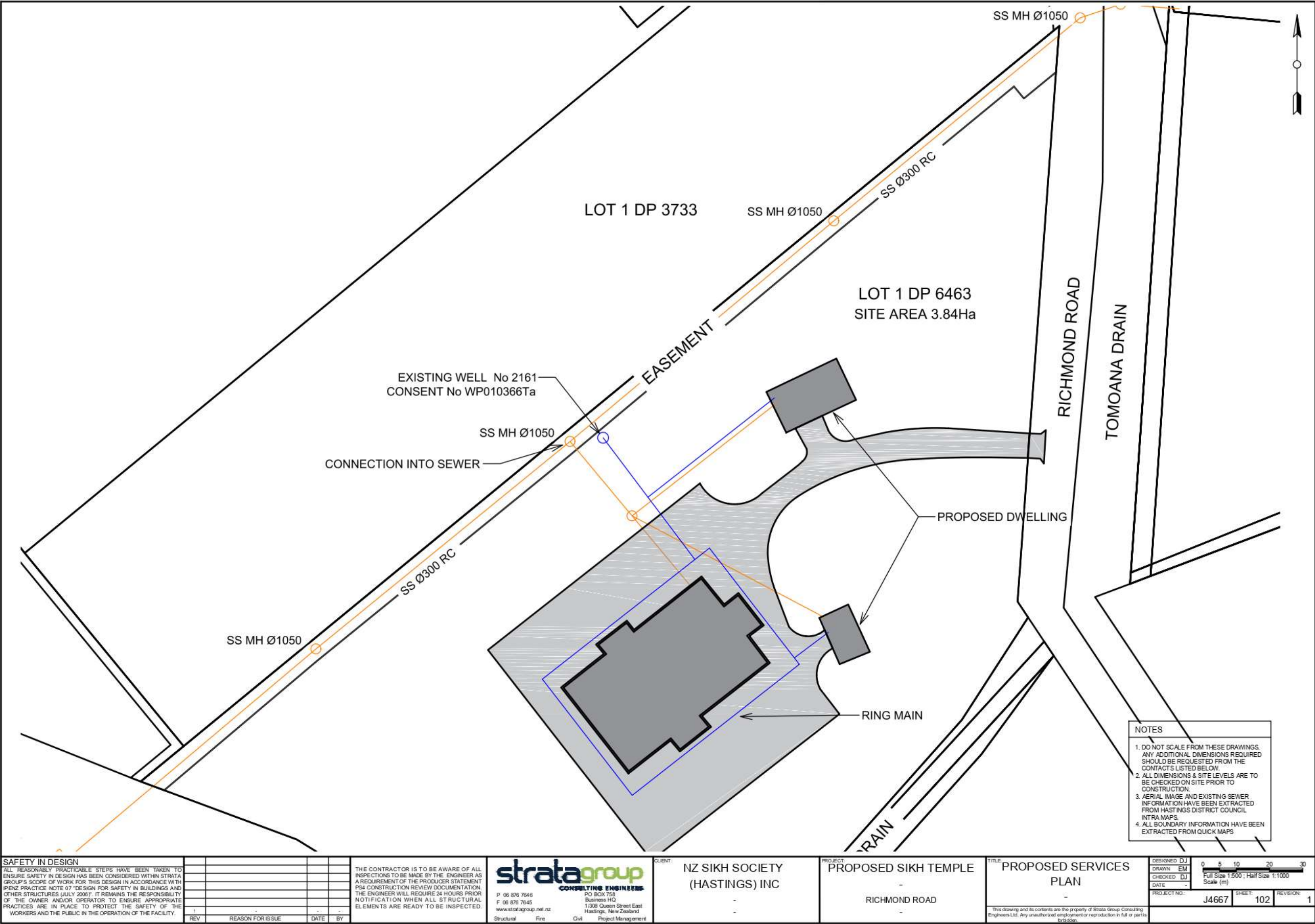
Appendix A: Drawings

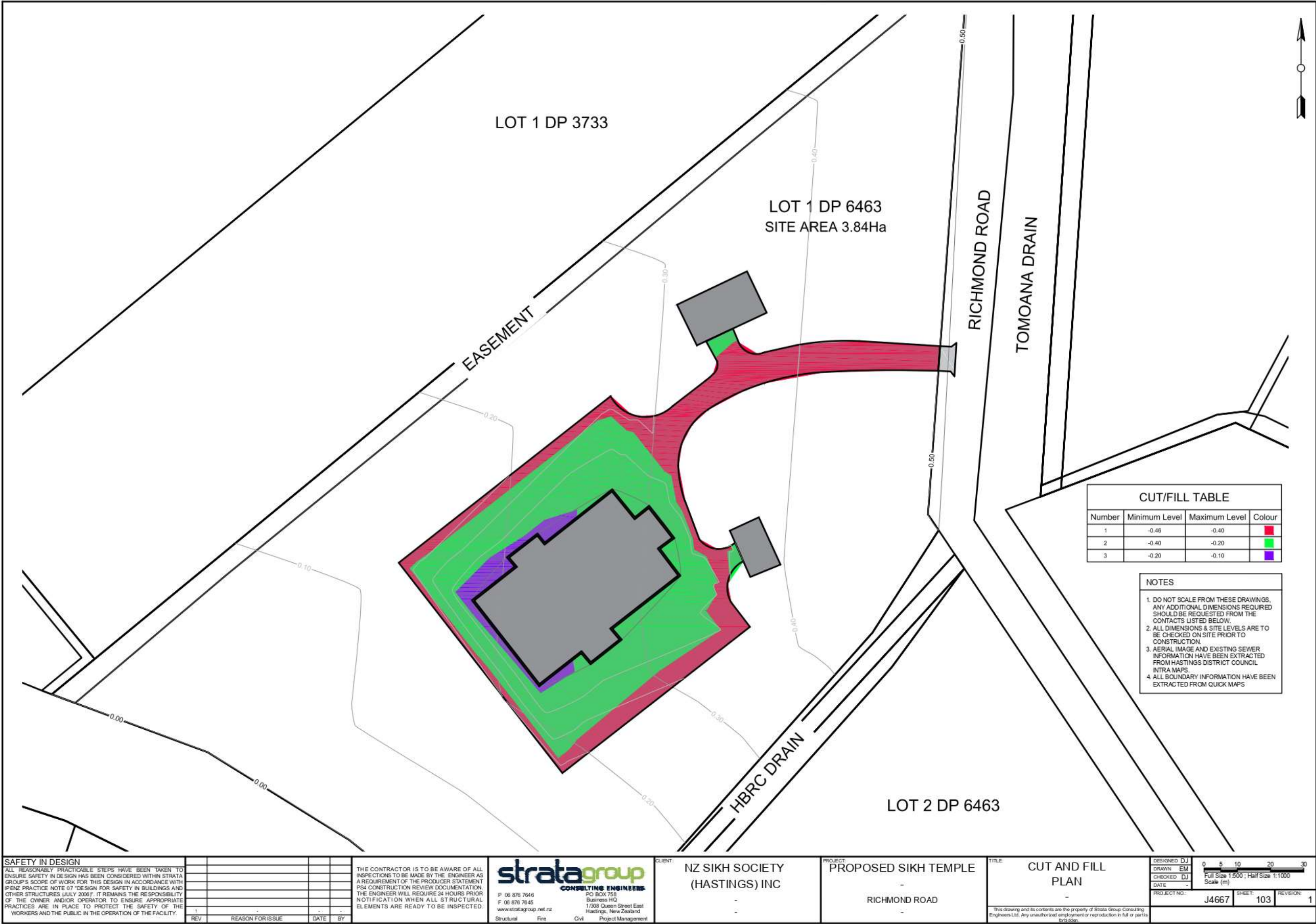
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Appendix B: Calculations

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			No.	
			Page No.	1 of 2
			By EM	Date:

PRE DEVELOPMENT FLOW

10 YEAR																	
Q=2.78CIA		I/s															
						Ha	(I) 10 MIN	(I) 20 MIN	(I) 30 MIN	(I) 60 MIN	(I) 2 HR	(I) 6 HR	(I) 12 HR	(I) 24 HR			
Existing	Q=	2.78	X	0.3	X	I	X	3.8410	=	159.53	116.28	96.10	69.83	48.37	27.23	18.90	13.13
Total Flow I/s								3.8410		159.53	116.28	96.10	69.83	48.37	27.23	18.90	13.13

50 YEAR																	
Q=2.78CIA		I/s															
						Ha	(I) 10 MIN	(I) 20 MIN	(I) 30 MIN	(I) 60 MIN	(I) 2 HR	(I) 6 HR	(I) 12 HR	(I) 24 HR			
Existing	Q=	2.78	X	0.3	X	I	X	3.8410	=	317.14	229.68	190.28	137.75	92.58	49.33	32.99	22.42
Total Flow I/s:								3.8410		317.14	229.68	190.28	137.75	92.58	49.33	32.99	22.42

Tc 21.37 mins
L 340 flow length from furthest point via main channel in metres
Sa 0.001 average channel slope in metres per metre

rise 1
run 340

29	28
max	min

elevations

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POST DEVELOPMENT FLOW**5 YEAR****Q=2.78CIA**

		I/s															
						Ha				(I) 10 MIN		(I) 20 MIN		(I) 30 MIN		(I) 60 MIN	
										(I) 2 HR		(I) 6 HR		(I) 12 HR		(I) 24 HR	
Roof Area	Q=	2.78	X	0.9	X	I	X	0.2220	=	27.66		20.16		16.66		12.11	
Sealed Area	Q=	2.78	X	0.85	X	I	X	0.5010	=	58.96		42.97		35.52		25.81	
Garden	Q=	2.78	X	0.3	X	I	X	3.1100	=	129.17		94.15		77.81		56.54	
Total Flow I/s								3.83		215.79		157.29		129.99		94.46	
Pre-development Flow										159.53		116.28		96.10		69.83	
Flow to Storage	I/s									56.26		41.01		33.89		24.63	
Storage Volume	m3									33.75		49.21		61.00		88.66	

50 YEAR**Q=2.78CIA**

						Ha				(I) 10 MIN		(I) 20 MIN		(I) 30 MIN		(I) 60 MIN	
										(I) 2 HR		(I) 6 HR		(I) 12 HR		(I) 24 HR	
Roof Area	Q=	2.78	X	0.9	X	I	X	0.2220	=	54.99		39.83		32.99		23.88	
Sealed Area	Q=	2.78	X	0.85	X	I	X	0.5010	=	117.20		84.88		70.32		50.91	
Garden	Q=	2.78	X	0.3	X	I	X	3.1100	=	256.78		185.97		154.07		111.53	
Total Flow I/s								3.83		428.97		310.68		257.38		186.32	
Pre-development Flow										317.14		229.68		190.28		137.75	
Flow to Storage	I/s									111.84		81.00		67.10		48.58	
Storage Volume	m3									67.10		97.20		120.78		174.87	

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SWALE 1 DESIGN 50 YEAR EVENT REV A

1. WATER QUALITY STORM EVENT FLOW CALCULATION - RATIONAL METHOD

USE 17.5mm/hr (HBRC Guidelines) C VALUE

AREA SEAL	4950 m ²	0.85
AREA ROOF	0 m ²	0.9
AREA HARDSTAND	0 m ²	0.5

$$Q_1 = \frac{CIA}{3600}$$

Q=	20.45 L/s
Q=	0.00 L/s
Q=	0.00 L/s

INTENSITY 17.5 mm/hr Q1 Total= 20.45 l/s TOTAL RUN-OFF

TOTAL AREA 4950 m²

1 in 50 STORM EVENT FLOW CALCULATION

C VALUE

AREA SEAL	4950 m ²	0.85
AREA ROOF	0 m ²	0.9
AREA GRASS	0 m ²	0.5

$$Q_{50} = \frac{CIA}{3600}$$

Q=	115.47 L/s
Q=	0.00 L/s
Q=	0.00 L/s

INTENSITY 98.8 mm/hr Q10 Total= 115.47 l/s TOTAL RUN-OFF

TOTAL AREA 4950 m²

2. DESIGN GEOMETRY WATER QUALITY EVENT

DETERMINE BASE (b)	2.00 m
DETERMINE SIDE SLOPE HORIZONTAL	4.00 m
DETERMINE SIDE SLOPE VERTICAL	1.00 m
DETERMINE SIDE SLOPE (Z)	4.0
DETERMINE DEPTH OF WATER LEVEL (d)	0.130 m
DETERMINE LONGITUDINAL SLOPE (S)	1:300 0.00333 m/m
VEGETATION DESIGN HEIGHT	0.150 m

HYDRAULIC DESIGN WATER QUALITY EVENT

MANNING COEFFICIENT FORMULAS (n)

CROSECTIONAL AREA (A)	$A = bd + Zd^2$	0.328 m ²	For 50mm Grass & Water level less than 75mm $n = \frac{(0.54 - 2.28d^{2.5})}{(0.75 + 25s)}$
TOP WIDTH (TW)	$TW = b + 2(DZ)$	3.04 m	For 50mm Grass & Water level greater than 75mm $n = \frac{(0.009d^{1.2})}{(0.75 + 25s)}$
WETTED PERIMETER (WP)	$WP = b + (2(\sqrt{d^2 + (dz)^2}))$	3.07 m	For 150mm Grass & Water level less than 60mm $n = \frac{(0.153d^{-0.33})}{(0.75 + 25s)}$
HYDRAULIC RADIUS (R)	$R = \frac{A}{WP}$	0.107	For 150mm Grass & Water level greater than 60mm $n = \frac{(0.013d^{-1.2})}{(0.75 + 25s)}$
MANNING COEFFICIENT (n)		0.18	
DRAIN CAPACITY (DQ) - MANNINGS FORMULA	$DQ = AR^{0.67}S^{0.5}/n$	23.4 L/s	MATCH FLOW BY ADJUSTING WATER LEVEL OR SLOPE
VELOCITY (V)	$V = \frac{Q}{A}$	0.07 m/s	Q1 Total= 20.5 L/s
HYDRAULIC RESIDENCE TIME (t)		9.00 mins	
SWALE LENGTH (L)	$L = V(60t)$	39 m	NOTE MINIMUM LENGTH 30M AS PER HAWKES BAY REGIONAL COUNCIL GUIDELINES

3. DESIGN GEOMETRY 1 IN 50 EVENT

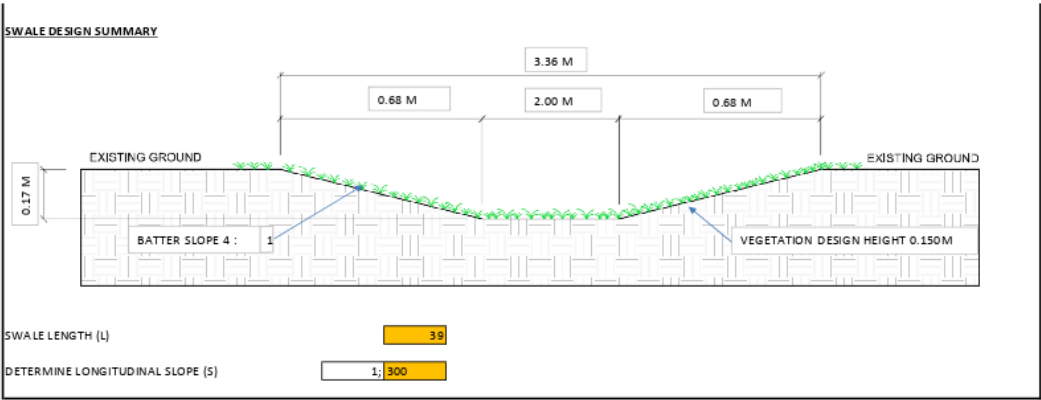
BASE OF FLOW (B)	3.04 m
DETERMINE SIDE SLOPE (Z)	4
DETERMINE DEPTH OF 10 YEAR FLOW (D)	0.040 m
DETERMINE LONGITUDINAL SLOPE (S)	0.04400 m/m

HYDRAULIC DESIGN 1 IN 50 EVENT

CROSECTIONAL AREA (CA)	$CA = bd + Zd^2$	0.128 m ²
TOP WIDTH	$TW = b + 2(DZ)$	3.36 m
WETTED PERIMETER (WP)	$WP = b + (2(\sqrt{d^2 + (dz)^2}))$	3.45 m
HYDRAULIC RADIUS (R)	$R = \frac{A}{WP}$	0.037
MANNING COEFFICIENT FOR ADDITIONAL DEPTH		0.03
ADDITIONAL FLOW FOR A 10 YEAR EVENT (DQ)	$DQ = AR^{0.67}S^{0.5}/n$	98.4 L/s
VELOCITY (V)	$V = \frac{Q}{A}$	0.77 m/s
TOTAL 10 YEAR EVENT FLOW	$TF = DQ_{WQ EVENT} + DQ_{ADDITIONAL}$	121.82 L/s

MATCH FLOW BY ADJUSTING DEPTH OF SWALE

Q2 Total= 115.5 L/s



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Appendix 6

EARCON – Acoustic Assessment



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**Pt Lot 1 DP 6463
HASTINGS
PROPOSED TEMPLE**

for
NZ Sikh Society (Hastings) Inc

Attachment D

ACOUSTIC REPORT

**Prepared by
Earcon Acoustics Limited**

For Resource Consent

**May 2018
Ref J002606**

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QUALITY ASSURANCE

Document: Proposed Temple – Pt Lot 1 DP 6463, Hastings
Acoustic Report – For Resource Consent

Prepared by	Authorised by	Issue	Date	Rev
Daniel Martens daniel.martens@earcon.co.nz	Fadia Sami fadia.sami@earcon.co.nz	For Resource Consent	21/05/2018	C

1. INTRODUCTION

This report has been prepared for the Resource Consent Application for proposed Sikh Temple which is located at Pt Lot 1 DP 6463 in Hastings. The proposed temple is to accommodate up to 400 parishioners which gather regularly 3 times a week. The temple is seeking to accommodate up to 700 people as special events which will occur regularly once a month plus several additional occurrences for special occasions/events.

This report has been prepared to establish whether the noise generated by the proposed temple activities would satisfy the Hastings District Plan standards.

This report addresses the following:

- The effect of the noise generated by the activities of the temple on the neighbouring areas and the requirement of meeting the noise standards of the Hastings District Plan.
- Noise management plan.

2. SITE & ENVIRONS

The site is bordered by open farm land, commercial/industrial businesses and residential dwellings.

The subject site is a large property, currently an empty field, the proposal includes construction of the proposed temple, a future home for the head priest, a future library and car parking spaces distributed around the proposed temple.

The nearest neighbours are:

Table 1: Neighbouring Receivers

8 Watt Court	10 Watt Court
12 Watt Court	13 Watt Court
11 Watt Court	9 Watt Court
7 Watt Court	5 Watt Court
3 Watt Court	6 Smidt Lane
8 Smidt Lane	10 Smidt Lane
12 Smidt Lane	1400 Tomoana Road
52 Hanui Road	30 Richmond Road

The facility will be used for a variety of activities which may include services, meetings, education, seminars, conferences, etc. by a range of groups. The time of these activities vary according to the necessity of the temple. The following activities are anticipated:

Weekly, Friday to Sunday there will be one 5-6 hour ceremony; Friday evening finishing at 8pm; Saturday (7am – 5pm); and Sunday (2pm – 8pm). These weekly prayers will consist of primarily quiet prayers within the temple. The primary noise source associated with this activity is anticipated to be traffic related noise.

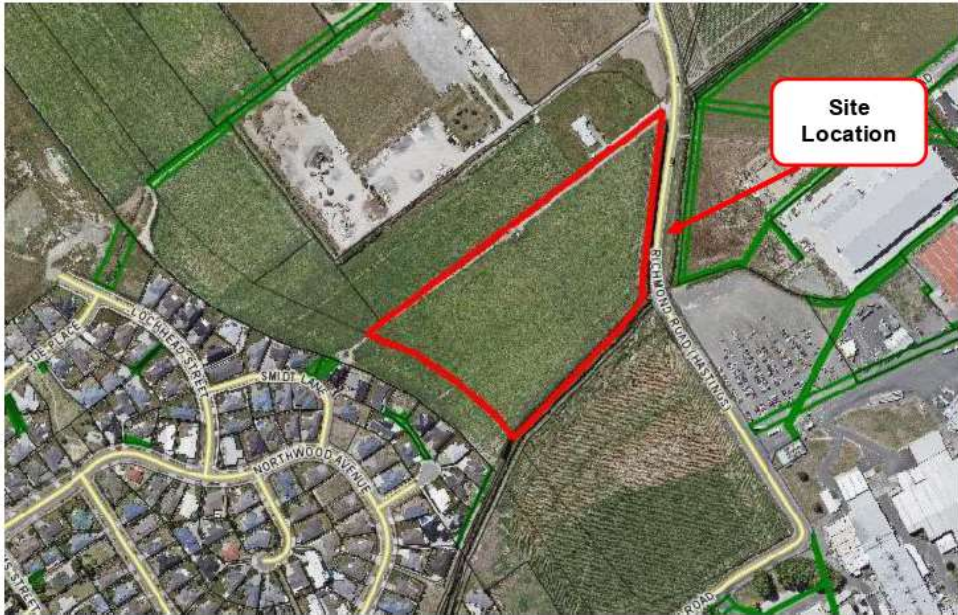
The proposal includes 15 special ceremonies per year, with up to 700 people maximum. These special ceremonies include weddings, the annual 'sports day', the 8-day prayer event and the peace march. We note that assessment of the piece march will not be assessed within this report being an activity which primarily occurs off site. The assessment is based on the following:

Table 2: Activities Table

Activity	Frequency	Number of people	Day(s) of the week	Time	Notes
Wedding	Once a month	Up to 700	Friday and Saturday	7am – 10pm	Ceremony within the temple. Vehicle Traffic
8 Day Prayer	Once a year	300-400	All week	24 hours / day	Ceremony with the temple Vehicle Traffic
Sports Day	Once a year	300-400	Friday, Saturday or Sunday	9am – 10pm	Sports day, attended by the Sikh community throughout the North Island Microphone and speakers for talking/organisation Acoustic music (non-amplified)

The facility will be available 24 hours a day seven days per week for anyone to pray. Noise from such activity will be limited to traffic noise, with an assumed maximum of 2-3 vehicle over any hour during the night time periods.

Figure 1: Aerial View of Site



3. PROPOSED HASTINGS DISTRICT PLAN REQUIREMENTS

The temple is to be located at Pt Lot 1 DP 6463 in Hastings. The site is zoned *Plains*. The surrounding area is also zoned *Plains Production* and *Hastings General Residential*. The surrounding sites are zoned *Tomoana Food Industry*, *General Industrial*, *Plains Production* and *Hastings General Residential*. With the neighbouring properties to the south west zoned Residential approximately 50m away from any noise generating activity. The following rules apply:

Rule 25.1.6D Rural Zones

The following noise conditions shall apply to all land uses within all Rural Zones, other than those exempted in Rule 25.1.6B and 25.1.7E (Wind Farm Noise):

- (a) The following noise limits shall not be exceeded at any point within the notional boundary of any noise sensitive activity on any other site within a Rural Zone or at any point within the boundary of any site in any Zone other than an Industrial Zone:

Control Hours	Noise Level
0700 to 1900 hours	55dB LAeq(15 min)
1900 to 2200 hours	50dB LAeq(15 min)
2200 to 0700 hours the following day	45dB LAeq(15 min)
2200 to 0700 hours the following day	74dB LAFmax

The noise levels shall be measured and assessed in accordance with the requirements of the NZS 6801:2008 "Acoustics – Measurement of Environmental Sound" and NZS 6802:2008 "Acoustics – Environmental Noise".

Rule 25.1.6B Exemption from Maximum Noise Limits

The Noise Standards in this Plan, unless specifically stated, will not apply to the following:

- (a) In any Zone, to the emission of noise from the use of vehicles, machinery or other mobile or portable equipment for Land Based Primary Production. Except where a Specific Performance Standard applies in 25.1.7, this exemption does not apply to any fixed or permanently installed plant.*
- (b) In any Zone, to residential activities and recreational activities of a normal recreational nature such as sporting events and playground activities (including the use of outdoor school grounds between the hours of sunrise to sunset) that do not involve motorised activities, gunfire or amplified music. This exemption does not apply to playground activities associated with an Early Childhood Centre.*
- (c) In any part of the District plan where the noise source is a warning device used by emergency services.*
- (d) To vehicles travelling on a road (this does not apply to stationary vehicles).*
- (e) To trains, other than when stationary or when on private sidings.*
- (f) To aircraft:*
 - i. Operating during, or immediately before or after flight;*
 - ii. Landing in an emergency, or diverted aircraft;*
 - iii. Emergency flights required to rescue people from life threatening situations or to transport patients, human vital organs or medical personnel in a medical emergency;*
 - iv. The operation of unscheduled flights required to meet the needs of a declared national or civil defence emergency;*
 - v. Owned or operated by the Defence Force of the New Zealand Government or another sovereign state;*
 - vi. For essential unscheduled aircraft engine testing.*
- (g) In any zone to the emission of noise from the temporary emergency use of generators for continued power supply.*

Notes:

- (1) Notwithstanding the above exemptions, all land uses shall be subject to Section 16 and Part XII of the Resource Management Act 1991.*
- (2) The Act defines 'noise' as including vibration. Section 16 of the Resource Management Act 1991 refers to the adoption of best practicable option to ensure that the emission of noise from land or water does not exceed a reasonable level, while Part XII relates to excessive noise.*

Rule 25.1.6J Temporary Events

1. Temporary Events (other than temporary Military Training Activities)

- (a) Any amplified sound equipment shall not be operated during the following hours;
 - i. Sunday to Thursday inclusive 2200 hours to 1000 hours (the following day).
 - ii. Fridays and Saturdays 2400 hours to 1000 hours (the following day).

Except that on 1st January of any calendar year, any amplified sound equipment shall not operate from 0100 hours to 1000 hours.

- (b) Any sound checks that include testing and balancing of sound systems, sound equipment and vocal checks by performers shall not:
 - i. Exceed a cumulative period of 6 hours.
 - ii. Commence before 0900 hours on any day and shall be completed by 1900 hours on the day of the temporary event.
- (c) Any noise arising from the temporary event shall not exceed a limit of 75dB LAeq(15 min) at any point within a Residential Zone or within the notional boundary of any noise sensitive activity in a Rural Zone.
- (d) To avoid doubt, Standards 25.1.6C to 25.1.6H above shall not apply to Temporary Events.
- (e) For temporary events within the Hawke's Bay Regional Sports Park Zone refer to Standard 25.1.7J.

4. BUILDING ENVELOPE

Walls

The external construction material is currently unknown, however, for calculations we have assumed typical exterior cladding, e.g. timber, fibre cement, concrete cladding, etc. for the walls are a steel construction to be complete with thermal insulation and 10mm standard plasterboard. These wall systems will achieve above STC 40.

Typical construction is acoustically suitable to limit the noise from the church propagating to the boundaries.

Glazing

The recommended minimum for glazing is STC 29, with windows on the south-eastern/western and north-western façade are recommended to be closed during the weekly activities and large events.

Roof

The external construction material is currently unknown, however, for calculations we have assumed typical roofing, e.g. membrane roofing on plywood, longrun metal roofing, etc. The internal ceiling is recommended to be complete with 13mm standard plasterboard and thermal insulation in the cavity. The STC rating of the roof is assessed to be above 40.

5. PREDICTED NOISE LEVELS FROM THE TEMPLE

Assumptions

- Based on the noise levels measured inside and outside of various churches and similar locations of worship of generally smaller sizes, however, the building/site size and equally smaller, making the information gathered relevant and transferable;
- Noise from people from conversation at a level of 72dB LAw per person. A total sound power level of 100dB LAw;
- The proposed renovation includes a sports field area between the building and residentially zoned neighbours. For calculation purposes we have assumed up to 350 people outside at any one time, with 50% of those people talking. A total sound power level of 97dB LAeq.
- Amplified music and singing inside the temple up to 90dB LA10;
- Car movements within the car park area;
- Windows will remain closed to the main hall, where music will be played.

The proposal includes 105 parking spaces distributed evenly on either side of the temple building.

The car parking spaces are assumed to be occupied over a period of 1 hour with the cars speed within the car park area is limited to 15 km/hr. The peak hour traffic generation is up to 274 vehicle movements over the peak hour for large events, and 157 vehicle movements during typical weekly prayers.

The following noise levels are predicted at the neighbouring boundaries in the area:

Table 3: Predicted Noise Levels

Location	Predicted Noise Levels (LAeq dB) at the neighbour boundaries			Noise Limit (LAeq dB)	Comments
	Night time (24/hour) prayer	Weekly Activity	Sports Events		
8 Watt Court	<30	38	45	55 to 7pm 50 to 10pm	Complies with the noise limits between 7am to 10pm
10 Watt Court		39	47		
12 Watt Court		40	48		
13 Watt Court		40	49		
11 Watt Court		40	49		
9 Watt Court		40	49		
7 Watt Court		40	48		
5 Watt Court		38	46		
3 Watt Court		38	46		
6 Smidt Lane		39	46		
8 Smidt Lane		38	45		
10 Smidt Lane		37	43		

12 Smidt Lane		36	42		
1400 Tomoana Road		45	<50	N/A	
52 Hanui Road		45	<50	N/A	
30 Richmond Road		44	47	55 to 7pm 50 to 10pm	

The proposed weekly activity is predicted to comply at all times with the Proposed Hastings District Plan requirements.

Regular sporting activities may occur up to 10pm and day of the week, however, elevated activity may occur prior to 7pm, e.g. all 700 people are outside with sports occurring and the remaining people conversing.

However, we note the sports day is only proposed 1 day a year and may therefore fall under the temporary events rules and requirements. This large sporting event may occur with increased intensity, e.g. all parishioners outside with multiply sporting activity occurring simultaneously, including crowd noise and use of an amplification system for announcements.

6. NOISE MANAGEMENT PLAN

In order to minimise the noise levels from traffic and car parking activities, it is recommended that regular announcements be incorporated into meetings. These announcements should inform the parishioners of the temple to follow polite car parking etiquette, i.e. no shouting, loud music from cars, excessive revving of engines, not using car horns, etc.

Weekly activities on the proposed sports field are to be restricted to conversational gatherings and small-scale sports activities without spectating/cheering crowds. No music or singing is to be conducted outside during weekly activities.

Where wedding activities include elevated levels of music and / or singing external windows are required to be closed after 10pm.

7. CONCLUSION

The noise levels from the temple activities will comply with the noise limits of the Proposed Hastings District Plan provided the recommendations of this report are applied.

Appendix 7

TDG/Stantec – Transportation Assessment



Item 2

Attachment D

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Mr Jagjiwan Singh
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TDG Ref: 15253
14 May 2018

Issued via email: claire@stradegy.co.nz

Dear Jagjiwan

Sikh Temple, Hastings
Traffic Assessment Report

Following on from our recent discussions and site visit, we are pleased to provide our assessment of traffic effects in relation to the proposed Sikh Temple located on Richmond Road in Hastings.

1. Introduction

TDG has been commissioned to assess the traffic implications of a proposed Sikh Temple located on Richmond Road, Hastings.

Our report provides an assessment of transport and traffic related effects that the proposed Temple will have on the surrounding road network. Specific attention has been given to vehicular trip generation, vehicular access and parking.

The report also provides an assessment of the District Plan requirements in terms of meeting the traffic provisions as set out in the proposed Hasting District Plan ("District Plan"), General Performance Standard and Term 26.1.6.

The report concludes with a summary of our assessment and recommendations.

2. Site Location and Access

The proposal site for the Sikh Temple is located approximately two and a half kilometres north east of Hasting town centre, along the southwestern boundary of Richmond Road, located between Pakowhai Road and Tomoana Road. The site location is shown at **Figure 1**.



Figure 1: Site Location (Source: Emaps)

A description of the existing traffic environment, as shown in Figure 1, is provided below in Section 3.

3. Existing Traffic Environment

3.1 Road Environment

In the vicinity of the site, Richmond Road is a two-way road with a carriageway width of approximately 8 metres and provides primary access between Pakowhai Road to the north and Tomoana Road to the south. Richmond Road has two 3.5 metre traffic lanes with 0.5 metre sealed shoulders. The road is rural in nature and is categorised as a “District Collector” within the District Plan, as shown in **Figure 2**. The posted speed limit on Richmond Road is 80km/h and the curve at the south eastern corner of the site has a speed advisory of 65km/h.

Both Pakowhai Road and Tomoana Road achieve “Arterial Road” status and provide good connections to the wider Hastings roading network. Tomoana Road runs in a northeast / southwest direction and provides good access to residential developments along its northern and southern kerblines. Tomoana Road terminates at Richmond Road to the east and at Heretaunga Street West to the west. Pakowhai Road also runs in a

northeast / southwest direction and provides good access to residential developments along its southern boundary and more rural developments along its northern boundary. Pakowhai Road connects with State Highway 50 in the north while providing access to Hastings town centre to the south.



Figure 2: Road Hierarchy (Source: IntraMaps – Hastings District Council)

3.2 Known Infrastructure Improvements

It is noted that a potential new link road, between Evenden Road and Coventry Road is under review by the Council (known as the “Northern Arterial”). This road, if implemented, would continue in a north / south direction along the western perimeter of the proposed Sikh Temple site. The assumption is that it may not be possible to implement this link road due to the protected status of some of lands through which this road would be designed, however, if it did gain the relevant permissions, the footprint of the Sikh Temple proposal site would not encroach upon the link road. Access onto the link road would not be pursued.

Further to the above, it is also noted that another link road (known as the “Food Hub Link”) is being considered between Elwood Road and Richmond Road to the east of the site. If this link road achieves the required permissions, its intersection with Richmond Road will not impact upon the proposed intersection to be implemented under the Sikh Temple proposals. Site lines of 181m or more to the north will ensure that good conspicuity of both intersections is achieved, as well as adequate spacing being provided. Both intersections will continue to operate safely if the link road gains the relevant permissions. Both the northern bypass and food hub links are shown in **Figure 3** below.



Figure 3: Known Infrastructure Improvements

3.3 Road Safety

The New Zealand Transport Agency (NZTA) Crash Analysis System database was interrogated to determine the pattern of collisions occurring in the vicinity of the site. The full five-year period from January 2013 – December 2017 was analysed.

The data shows that a total of 14 collisions have taken place within the vicinity of the site during the selected study period. Of these 14 collisions, three distinct locations or clusters of collisions were observed. These locations included:

- Pakowhai Road / Richmond Road intersection;
- Richmond Road - 340m south of Pakowhai Road intersection;
- Richmond Road – 740m southeast of Pakowhai intersection; and
- Richmond Road / Tomoana Road intersection.

The details of these collisions have been summarised below in **Table 1**.

Location on Road Network	Collision Reference	Collision Description	Road Conditions	Causation Factor	Severity
Pakowhai Road / Richmond Road intersection	201618839	Car1 travelling northbound on Pakowhai Road lost control and left the carriageway	Dry	Fatigue	Minor
	201618908	Motorcycle1 travelling northbound on Richmond Road lost control turning right	Dry	Lost control under acceleration	Minor
	201748114	Car 1 travelling northbound on Pakowhai Road hit rear of Car2 stopping / slowing for cross traffic	Dry	Misjudged other vehicles intentions	Non-injury
	201552151	Van1 travelling eastbound on Pakowhai Road lost control	Dry	Swerved to avoid vehicle	Non-injury
	201400242	Van1 travelling westbound on Pakowhai Road hit Car2 turning right onto Pakowhai Road from the left	Dry	Failed to give-way	Fatal
	201649431	Car1 travelling northbound on Richmond Road hit rear of Car2 stopping / slowing for cross traffic	Dry	Following too closely	Non-injury
	201713325	Car1 travelling southbound on Richmond Road lost control turning left	Dry	Loss of control	Minor
Richmond Road - 340m south of Pakowhai Road intersection	201741995	Car1 travelling northbound on Richmond Road lost control turning left	Dry	Fatigue	Non-injury
	201350207	Car1 travelling northbound on Richmond Road lost control turning left	Dry	Loss of control	Non-injury
	201653007	Car1 travelling northbound on Richmond Road lost control turning left	Dry	Loss of control	Non-injury
Richmond Road – 740m southeast of Pakowhai Road intersection	201510435	Car1 travelling northbound on Richmond Road lost control turning right	Dry	Loss of control	Minor
	201355595	Car1 travelling northbound on Richmond Road lost control turning right	Wet	Loss of control	Non-injury
	201719580	Car1 travelling southbound on Richmond Road lost control turning left	Wet	Loss of control – worn thread	Minor
Richmond Road / Tomoana Road intersection	201553061	Car1 travelling northbound on Richmond Road lost control turning left	Dry	Over the alcohol limit	Non-injury

Table 1: Crash Analysis System Database Search and Summary

Of the above collisions, only one took place at the Richmond Road / Tomoana Road intersection, in isolation from all other collisions, and was due to the driver being above

the legal limit for alcohol consumption and driving of a motor vehicle. This collision is not considered significant nor is it considered to constitute a cluster site.

Two of the cluster sites were located on bends along Richmond Road (340m and 740m to the south of the Pakowhai Road intersection). Of the six collisions across the two locations, five of these involved vehicles travelling northbound; all six of the collisions resulted in a loss of control. The accident data suggests that the horizontal alignment proves challenging for vehicles navigating along Richmond Road, particularly in a northbound direction. It is suggested that whilst speed was not attributed as a factor for the recorded collisions, the posted speed limit may be inappropriate for Richmond Road. As part of this proposal, it is recommended that the speed limit along Richmond Road is reviewed.

At the Pakowhai Road / Richmond Road intersection, of the seven recorded collisions at this location, four were the result of a loss of control, further clarifying the point that the posted speed limit in the vicinity of the proposed site may require review. The remaining 3 collisions resulted in two rear end shunts and a turning manoeuvre collision within the intersection which resulted in one fatality. These types of collisions are often present at a priority intersection and are not considered to pose an issue under the new development proposals.

It is considered that the loss of control collisions are taking place as a result of vehicle speed and / or road alignment. It is not considered that these collisions are inherently related to the level of traffic travelling along this road. Therefore, with the increase in traffic resulting from the proposal outlined in this report, it is not considered that the likelihood of a loss of control collision will also increase. Despite this, it is considered that a Road Safety Audit may be appropriate to highlight any existing and future safety issues that may exist along Richmond Road.

It is important to note that no collisions took place at locations adjacent to the proposed site access. Also, when considering a 200-metre radius study area (from the proposed site access), only three of the recorded collisions are relevant.

4. Development Proposal

The Sikh Temple proposal is a new 2000m² construction, to be located on a currently vacant parcel of land. The temple will provide one dwelling, in which the priest will reside, a library, associated on-site parking and associated recreational fields.

4.1 Site Access

Vehicular access to the temple will be by means of a single 7-metre-wide access on Richmond Road; vehicles egressing the site will do so under a give-way control. The driveway will have two 3.5 metre lanes to easily accommodate two-way traffic to access and egress the site.

4.2 On-site Parking

As part of the proposals, the applicant proposes to provide for 105 off-street parks of which three will be accessibility parks as shown on the site Development Plan. In addition, 20 cycle racks will be provided on site.

4.3 Servicing

A servicing area has been provided to allow for deliveries and servicing the development. These vehicles are able to access and egress the site in a forward-facing gear. The dedicated servicing area is large enough to accommodate the anticipated level of activity.

5. District Plan Provisions

The site is zoned 'Plains Production' within the provisions of the District Plan. General Performance Standard and Term 26.1.6 of the District Plan relates to the requirements for Permitted Activities in respect of parking, servicing and site access. The proposed development is assessed against each of the relevant standards and terms in **Table 2** as follows:

Paragraph	GENERAL PERFORMANCE STANDARDS	PROPOSAL	COMPLIANCE
26.1.6A	ACCESS		
1	Access to Property		
(a)	<i>Every owner or occupier shall provide a legal, safe and effective vehicular access to any activity undertaken on a site, and required parking or loading areas from an existing, formed legal road, to enter the site, except where the site has Designated Retail Frontage (see Appendix 30) or where the site is within the Flaxmere Commercial Zone.</i>	Safe and effective vehicle access is provided to accommodate all expected vehicle types as deemed appropriate to the specific development requirements.	Complies
(b)	<i>There shall be a maximum of one vehicle crossing per property within the Residential Zone. Where a property is bordered by 2 or more roads the vehicle access to the property shall be from the lower category road. The category of the road will be determined by its hierarchy status in Appendix 69 or traffic volumes when hierarchy status is equal.</i>	The site has one proposed access on Richmond Road.	Complies
(c)	<i>Minimum widths of private access to commercial, industrial and other activities for 4-6 sites (Table 26.1.6.1-2):</i> (i) <i>Target speed = 10km/h</i> (ii) <i>Minimum legal access width = 6m</i> (iii) <i>Max grade = 20%</i> (iv) <i>Pedestrian movement = shared in movement lane</i> (v) <i>Passing, parking, loading and shoulder = Parking</i> (vi) <i>Cyclist movement = shared in movement lane</i> (vii) <i>Minimum traffic movement lane = 2x2.5m</i>	Internal speed = ≤10km/h Proposed access width = 7m Max grade = all gradients less than 10 % Pedestrian movement = shared in movement lane No activity proposed Cyclist movement = shared in movement lane Minimum traffic movement lane = 2x3.5m proposed	Complies
2	Distance of Accesses from Road Intersections		
(a)	<i>b) Rural Residential, Rural and Special</i>	The proposed access is more than	Complies

		<u>Character Zones:</u> Vehicle access to any property shall be sited a minimum 100 metres from an intersection of a State Highway.	500m from any existing intersection. There is no State Highway Intersection located close by.	
Paragraph	GENERAL PERFORMANCE STANDARDS		COMPLIANCE	
26.1.6B	SAFE SIGHTLINE DISTANCE			
1	<p>Intersections shall be located to ensure that Safe Sightline Distances are maintained.</p> <p>Note: For vehicle accesses fronting a Local, Collector or Arterial Route (as defined in the Roading Hierarchy in Appendix 69) compliance with Austroads Standards is deemed an acceptable means of compliance.</p> <p>The minimum sight distance required for 80km/h roads is 181m (without grade corrections).</p>		The sight distance at the proposed site access is greater than 181 metres.	Complies
26.1.6C	LOADING			
1	All Activities except Residential Activities			
(a)	Provision of Loading Spaces			
(i)	<p>Every owner or occupier who proposes to construct or substantially alter, reconstruct or add to a building on any site, or change the activity carried out on the site shall provide a Loading Space. The Loading Space shall provide for the suitable or efficient accommodation of any loading or fuelling of vehicles which are likely to arise from the use of any building or activity carried out on the site, except where a service lane is designated or provided, or where the site has Designated Retail Frontage (see Appendix 30). Separate Loading Spaces shall be provided for each occupier of the site if there are more than one. The Loading Space shall be additional to the parking required in Table 26.1.6.1-3.</p>		Any servicing associated with the Sikh Temple will occur on-site at the dedicated loading bay.	Complies
(ii)	<p>Every Loading Space, together with access, shall be designed so that it is not necessary to reverse vehicles either on to or off the street. The Loading Space shall not be stacked or located within vehicle manoeuvring areas.</p>		The loading space and site access will be designed to ensure that vehicles can access and egress in a forward-facing gear.	Complies
(iii)	<p>The provision of a Loading Space in respect of any site may be made as part of the side and/or rear yard space, but not as part of the front yard space of that site.</p>		The loading bay will be positioned as part of the rear yard space.	Complies
(iv)	<p>The method of loading shall ensure that the footpath or access to adjacent properties shall remain clear at all times and ensure traffic safety is maintained on the roads.</p>		Any loading will take place within the site footprint and as such will not impede any properties or other road users.	Complies
(b)	Design of Loading Spaces			
(i)	<p>The layout shall be of sufficient size to accommodate the following design vehicles: Activities requiring loading facilities or servicing</p>		The loading space shall be designed in accordance with "Austroads Design Vehicles and Turning Path	Complies

		<i>from heavy vehicles: A "Single Unit Bus / Truck" as defined in the "Austroads Design Vehicles and Turning Path Templates Guide" AP-G34-13, Austroads, 2013 - refer to Appendix 72 for the dimensions of this vehicle.</i>	<i>Templates Guide"</i>	
	(ii)	<i>Where articulated vehicles or trucks and trailers are anticipated: A "Prime Mover and Semi-Trailer" as defined in the "Austroads Design Vehicles and Turning Path Templates Guide" AP-G34-13, Austroads, 2013 - refer to Appendix 72 for the dimensions of this vehicle.</i>	It is not anticipated that an articulated truck will require access to the site.	N/A
	(iii)	<i>The following minimum dimensions are provided as a means of compliance: Retail activities, offices, manufacturing premises and similar must have a minimum length of 8.5 metres and a minimum width of 3 metres.</i>	The site will provide a loading space, designed with a minimum length of 8.5 metres and a minimum width of 3 metres.	Complies
26.1.6D		PARKING		
1	Provision of On-Site Parking			
		<p><i>Every owner or occupier who proposes to construct or substantially reconstruct, alter or add to a building on any site, or change the activity carried out on any land or in any building, shall provide suitable areas on the site for parking in accordance with the requirements listed in Table 26.1.6.1-4 below.</i></p> <p><i>Table 26.1.6.1-4 – Car Parking Space Requirements:</i></p> <p><i>(i) 1 space per household unit (can include spaces with garages or carports)</i></p> <p><i>(ii) Places of Assembly – 1 space per every 10 seats the facility is designed to accommodate. Where the building is not intended for seating 5 spaces per 100m² gross floor area. Plus 0.1 spaces per 100m² of recreation space or playing fields.</i></p>	<p>The proposed residential dwelling will be assigned one parking space</p> <p>The proposed Sikh Temple will provide 105 on-site parks.</p>	Complies
3	Parking Spaces for People with Disabilities			
		<i>Developers, owners or occupiers when constructing car parks shall make provision for disabled car parks in compliance with Appendix 72 and they shall be clearly marked or signposted as such.</i>	Three accessibility car parks are currently supplied in the on-site parking.	Complies
5	Design and Construction of Parking Areas			
(a)		<p><u>Vehicle Dimensions</u></p> <p><i>All parking spaces and access and manoeuvring areas, including ramps shall be of a sufficient</i></p>	The three accessibility car parks will be designed in accordance to AS/NZS 2890.6: 2009	Complies

		size and suitable layout to accommodate a "passenger vehicle" as defined in the "Austroads Design Vehicles and Turning Path Templates Guide" AP-G34-13, Austroads, 2013 - refer to Appendix 72 for the dimensions of this vehicle.		
Paragraph	GENERAL PERFORMANCE STANDARDS		COMPLIANCE	
26.1.6D	PARKING			
5	Design and Construction of Parking Areas			
(c)		<u>General Design and Construction Details</u> All public and required parking areas, and any outdoor display areas (such as car, caravan or boat sales yards) shall comply with the following general requirements:	N/A	N/A
	(i)	Parking areas in any Commercial or Industrial Zone shall be formed and sealed with an all-weather surface.	The new parking area will be provided by way of a sealed all-weather surface	Complies
	(ii)	Parking areas shall be designed and constructed to ensure that stormwater runoff from the parking area does not adversely affect adjoining properties.	The new parking area will be designed to ensure that stormwater runoff does not affect adjoining properties.	Complies
	(iii)	Parking areas, together with access and turning space, shall be designed to ensure that vehicles negotiate the parking area at a safe speed and are not required to reverse either on to or off a street, provided that this requirement shall not apply in any Residential Zone where a single accessway serves not more than two residential buildings. Vehicles using the parking area shall only enter or leave the site by the accessway.	The new parking area will be restricted to a maximum speed limit of ≤10km/h and will enable all vehicles to access and egress in a forward-facing gear	Complies
	(iv)	Where a public or non-residential parking area is within or adjoins a Residential Zone, a 1.8-metre-high, fully enclosed screen shall be erected or a landscape strip of a minimum width of 5 metres adjoining the boundary or the Residential Zone shall be provided. These requirements may be reduced or waived with the consent of the adjoining neighbour.	N/A	N/A
	(v)	A reservoir space shall be provided within public carparks to prevent vehicles queuing on the street.	Adequate space is provided along the access driveway to prevent vehicle queuing on Richmond Road.	Complies
	(vii)	Non-residential parking spaces required to be sealed by standard 26.1.6.D.5(c)(i) shall be marked out and where there is a separate requirement for staff parking such spaces shall be clearly identified.	N/A	N/A

Paragraph	GENERAL PERFORMANCE STANDARDS	COMPLIANCE	
26.1.7B	SPECIFIC PERFORMANCE STANDARDS AND TERMS		
1	Bicycle Spaces		
	<p><i>Where on-site car parking is required provision shall also be made for purpose-built bicycle stands on site. These shall be provided at a rate of 1 bicycle stand per 5 carpark spaces that are required except for supermarket where the ratio shall be 1 bicycle stand per 20 carpark spaces that are required.</i></p> <p><i>The bicycle stands shall meet the following requirements:</i></p> <p><i>(a) They shall be securely attached to a wall or the ground and shall support the bicycle frame.</i></p> <p><i>(b) Each cycle stand shall be adequately spaced to allow a cyclist to manoeuvre and attach a bicycle to the stand.</i></p> <p><i>(c) They shall allow the bicycle to be secured.</i></p> <p><i>(d) They shall be visible and signposted.</i></p>	<p>A total of 20 bicycle racks shall be provided.</p> <p>Each rack will be secured to the ground or to a wall.</p> <p>Adequate spacing will be provided.</p> <p>It will be possible to secure cycles.</p> <p>An appropriate location, supplemented by appropriate signage will be provided to ensure sufficient visibility.</p>	Complies
2	Bicycle End of Journey Facilities		
	<p><i>Commercial or Industrial Activities which employ more than 15 FTE staff members shall provide one male and one female shower and changing facilities for staff to encourage the use of alternative transport modes.</i></p>	N/A	N/A

Table 2: District Plan Standards and Proposed Development Compliance

The above table shows that the proposed development complies with the relevant provisions within the District Plan. A detailed analysis of the traffic effects that would result from the proposed development, are listed below.

6. Assessment of Effects

As part of the resource consent submission, the Sikh Temple will generate a number of trips once operational, resulting from the religious services and other events taking place at the Temple.

During typical use of the Temple, the peak traffic development of the site will take place at the following times:

- Friday evening (finishing at 8pm);
- Saturday (7am-5pm); and
- Sunday (2pm-8pm).

The Temple therefore operates outside of the traditional network peak periods. (i.e. 08:00-09:00 and 17:00-18:00, Monday to Friday). The impact of the traffic generated (as

outlined below in Chapter 6.1) will therefore have less of an impact on the local road network than would otherwise be the case if these trips were to take place within the traditional network peak hours.

6.1 Special Events

In addition to the typical use activities as outlined above, there will also be occasional special ceremonies/events which may occur outside of the days and times stated above. These activities have been outlined below in **Table 3** to provide further context to the way in which the Temple will generate vehicle trips.

Type of Activity	Frequency	Days of the Week	Time
Wedding Ceremony	Once a month	Friday and Saturday	7am-10pm
Peace March	Once a year	Saturday or Sunday	7am-10pm
8 Day Prayer Event	Once a year	Monday to Monday	24 hours a day
Sports day	Once a year	Friday to Sunday	9am-10pm

Table 3: Special ceremonies to occur outside of the typical use activities

Of the four activities considered, only two of the additional activities are likely to result in trips being generated during the traditional AM and PM network peak hours. These are the 8-day prayer event and for the sports day event.

Due to the 24-hour nature of the 8-day prayer event, it is not considered that this will result in a peak traffic demand, rather these trips will arrive and depart gradually throughout the day. Therefore, this activity will not result in a considerable impact on the local road network. This event also only occurs once a year and can therefore be managed as an isolated event.

The sports day event is likely to produce a peak traffic demand during the AM peak hour only, for a Friday. However, this event will also only take place annually and is therefore not considered significant.

For wedding ceremonies, whilst these will take place on a Friday and likely to occur more regularly at an interval of one every month, these ceremonies start at 7am and finish at 10pm. Therefore, the peak traffic generation for the site will occur before and after the network peak hours take place and will therefore not result in a significant impact.

Peace marches will only take place on the weekends and will therefore not result in peak traffic demand in the weekday AM and PM network peak hours.

Chapter 6.2 below sets out the forecast vehicle trips associated with the Temple, which in turn provides the basis for the assessment of the tangible impacts that the development will have on the local road network. Due to the information provided above, it has been assumed that the Sunday peak hour will generate the highest level of vehicular impact upon the local road network and has therefore provided the focus of the trip generation and distribution.

6.2 Trip Generation

Data is available from the 'ITE Trip Generation Manual (10th Edition) – Volume 2: Data (September 2017) ("ITE Manual"). Within this document, the most relevant category for the proposed Temple was identified as 'Church'. This was chosen due to the lack of information regarding Sikh Temples, whilst sharing similar characteristics; assembly halls, meeting rooms, classrooms, dining etc. It is considered that the trip rates for a Church are therefore comparable and sufficiently similar to the trip rates that would be associated with the Temple.

The ITE manual states that during the Sunday¹ peak hour, a Church is likely to generate 29.386 trips per 100m² gross floor area (GFA). Therefore, this results in a total of 588 trips during the Sunday peak hour, being generated by the Temple, which has a proposed GFA of 2000m².

It is considered that the generation of traffic during the weekday peak hours will be significantly less, and this assumption is confirmed within the ITE manual. Therefore, the impact assessment for this proposal has been focused on the Sunday peak hour to provide the 'worst-case' scenario for assessment.

It has also been assumed that any trips relating to the playing field and library aspects of the development will have been captured within the above trip generation. This is because these trip attractors are secondary to the Temple and therefore do not generate trips independently of the Temple.

For the residential dwelling, the ITE Manual has been analysed and the most relevant category has been identified as Single-Family Detached Housing. The ITE Manual states that during the Sunday Peak hour, a residential property of this kind is likely to achieve a trip rate of 0.85 per dwelling. This level of trip generation is considered insignificant and has been omitted from the analysis below in **Section 6.2**.

6.3 Trip Distribution

The ITE manual also provides information concerning the inbound and outbound distribution of trips generated by the development during the Sunday peak hour. The ITE Manual states that the site will generate an equal, 50%/50% split, with regards to inbound and outbound trips. As a result, during the peak hour, the site will generate 294 inbound, and 294 outbound trips.

It is noted that the proposed access to the Temple will provide access and egress to the site from the north and south via Pakowhai Road and Tomoana Road, respectively. Due to the Arterial classification of Pakowhai Road (north of the access) and Tomoana Road (south of the access) as well as the location and size of nearby residential areas, it is considered that both Pakowhai Road and Tomoana Road will experience a 50%/50% split of accessing / egressing traffic. Of the traffic accessing / egressing the site via Pakowhai Road, 75% will do so to / from the west and 25% will do so to / from the east of the Richmond Road / Pakowhai Road intersection.

From the information outlined above, it has been possible to produce a traffic flow diagram for the proposed increase in traffic and this is shown in **Figure 4** below.

¹ Whilst it is acknowledged that the Sikh religion does not identify a specific day of worship, due to the traditional working week within New Zealand (Monday-Friday) it has been assumed that the site will generate peak traffic on a weekend day, likely a Sunday.

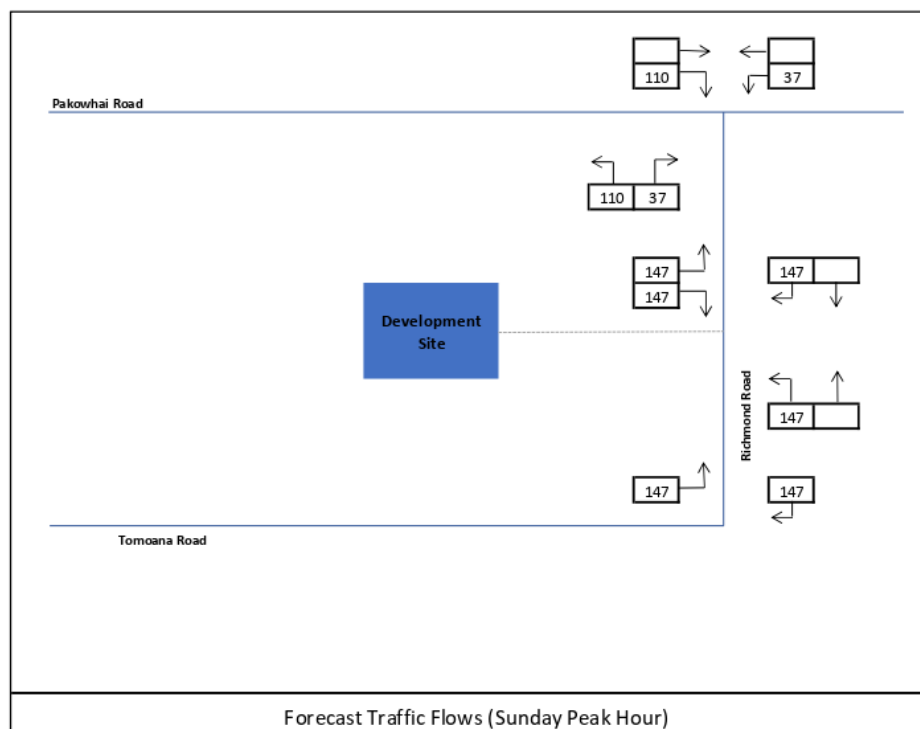


Figure 4: Development Traffic Distribution

Figure 4 shows that an increase of 147 arriving and 147 departing vehicles along the section of Richmond Road south of the development site. No intersection analysis is possible on account that Richmond Road merely becomes Tomoana Road by way of a bend.

The Richmond Road / Pakowhai Road will experience increases of 147 arrivals and 147 departures during the peak hour. This equates to an additional vehicle entering / exiting this intersection every 20 – 30 seconds. Of these movements, 147 vehicles will be required to perform turning movements against opposing traffic.

As such, vehicles turning right on to Pakowhai Road will do so at a rate of approximately one vehicle every 1.5-2 minutes. This rate of increase is not considered significant; there is significant room on Richmond Road to allow right turners to wait at the stop line, whilst allowing left turners to continue to the stop line, unopposed.

Similarly, vehicles turning right onto Richmond Road will do so at a rate of one vehicle every 30-40 seconds. Due to the nature of this intersection, a ghost island right turn is provided for right turning vehicles onto Richmond Road and it is considered that this intersection layout would be able to accommodate the proposed increase.

The Sikh Temple will generate its peak level of traffic during a Sunday peak hour during which time the overall background traffic volumes will be lower than typical weekday peak hours. There is likely to be sufficient residual capacity on the road network to absorb the predicted increase in vehicular traffic associated with the Temple, as outlined above.

Finally, the new vehicle access to be formed with Richmond Road will be designed and built to the required standards, allowing vehicles to access the site without adversely impacting upon the operational safety and capacity of Richmond Road.

6.4 Access Arrangements

The proposed access arrangements will see the positioning of the proposed vehicle crossing serving the Sikh Temple implemented along the western boundary of Richmond Road. All modes of transport will access and egress the site via this access. The crash data reported earlier shows that there is no historical evidence to suggest that the location of the proposed access location experiences any issue regarding road safety. The implementation of a new access, along with appropriate carriageway and roadside signage will provide sufficient warning to other road users approaching the proposed access to ensure road safety is not compromised.

Sightline distances on both the southern and northern approaches exceed the minimum standards of 181m in both directions² and shown in **Appendix A**.

The width of the access will be 7 meters. This is above the requirements set out within the District Plan and ensures that vehicles can enter / exit the site safely.

The access design satisfactorily meets the requirements within the District Plan and will not negatively impact on the operational safety and capacity of the local road network.

6.5 Parking

The applicant proposes to provide 105 parking spaces. Within the HDP, the most appropriate category for providing parking for this site has been identified as 'Places of Assembly'. As such, the HDP states that 5 parks should be provided per 100m² GFA which results in a total requirement for 100 parks.

An additional one park has been provided for the residential dwelling in line with the standards set out within the District Plan.

For the Library, the category of 'All other Commercial Activities, Commercial Service Activities and Suburban Commercial Activities' has been chosen. Therefore, an additional 3 spaces have been provided on site in association with the library.

An additional one park has been provided as this is associated with the requirement for recreational space or playing fields.

Three of the on-site parks will be provided for disabled user parking in line with the District Plan requirements.

On-site cycle racks will be provided and will total 20. This is in line with the District Plan which states that where on-site parking is provided, cycle parking shall be provided at a rate of one bicycle stand per 5 carparks.

² Austroads Part 4A Signalised and Unsignalised Intersections

6.6 Servicing / Loading

The proposal drawings show details of the on-site loading area arrangements for development.

The loading zone has been designed at a minimum length of 8.5 metres and a minimum width of 3 metres, in line with the requirements of the District Plan.

All servicing and deliveries for the building will be undertaken from the internal on-site loading area.

Servicing will typically involve around 2-3 visits on average per week. This level of servicing is not considered significant and will not be visible on the surrounding road network.

6.7 Construction Traffic

A Construction Management Plan ("CMP") addressing the construction of the proposed development will be prepared and submitted to the Council in due course, incorporating a Construction Traffic Management Plan ("CTMP") that sets out the associated forecast construction traffic volumes prior to any works beginning. These levels will be lower than the operational capacity of the site, which can be accommodated by the local road network, as outlined above. Therefore, the number of construction vehicles can also be accommodated on the surrounding road network.

The adjacent road network can accommodate large vehicles, via which direct connections are available from and to the wider strategic roading network.

The site itself will be laid out to allow construction vehicles to access and egress the site in a forward gear, without any reverse manoeuvres being required on the adjacent road network. It is not envisaged that any Temporary Traffic Management (TTM) will be required.

7. Conclusion

It is concluded that, whilst the proposed Sikh Temple will generate 588 additional vehicular movements onto the local road network during the busiest periods, due to the classification of the local roads and the peak trip generation taking place on a Sunday, when the existing road network experiences lower traffic volumes, it is considered that the proposed increase can be accommodated safely. Only 147 of these vehicle movements would result in opposing movements at the Pakowhai Road / Richmond Road intersection. Due to the frequency of these turning movements along with the geometry that the intersection already achieves, it is concluded that these additional trips can be accommodated.

Due to the nature of the activities the site will support, the site will not generate many trips during the traditional weekday AM and PM peak hours. As a result, the network has space capacity to absorb the additional traffic generated by the site.

The proposed site access currently experiences no evidence of road safety issues. In addition, the proposed access will be 7 metres wide ensuring operational safety. On-site parking will be provided in accordance with the District Plan requirements to ensure any additional parking demand can be accommodated within the site boundary without providing added pressures to on-street parking in the vicinity of the site.

Road safety has been observed to be a potential issue in the vicinity of the site. Whilst the positioning of the site access is not a concern, there are three other locations in the vicinity of the site which, due to the number of loss of control collisions occurring at these locations requires further investigation. For further understanding in to why these types of collisions are occurring, it is recommended that a full collision investigation be completed. From a first principals review of the collision records, it is likely that a reduction and enforcement of a reduced speed limit would be beneficial along Richmond Road. That being said, it is considered that this issue is related to the speed of vehicles and the alignment of Richmond Road, rather than being related to the volume of traffic. Therefore, the introduction of the development traffic does not intrinsically equate to an increase in collisions along Richmond Road. The inclusion of a Road Safety Audit as part of this proposal would provide further reassurance that the operational safety is not compromised.

TDG is satisfied that the development impact has been considered and will be designed in such a way as to provide suitable and adequate facilities to accommodate the vehicle demands generated by the new development. It is assessed that the proposed development would not cause adverse effects on the function, safety or capacity of the adjacent road network.

We welcome the opportunity to clarify any matters raised in our report and support the proposed development above from the traffic perspective.

Yours sincerely

Traffic Design Group Ltd



Jamie Rowe
Principal Transportation Engineer

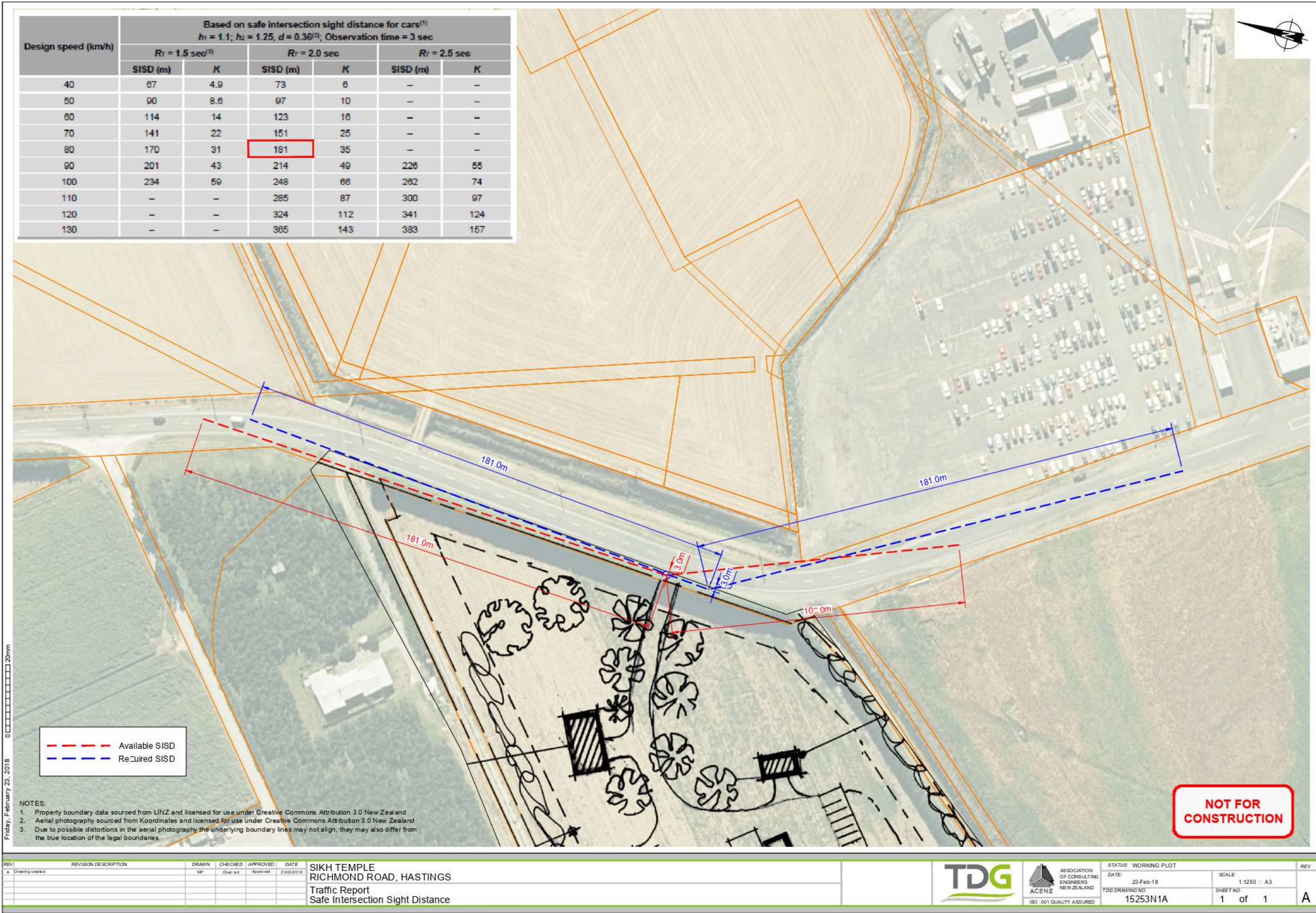
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Encl: Appendix A – Sight line Plans



Appendix 8

Compliance Assessment



Item 2

Attachment D

Plains Production Zone

PP39 – non-complying as new places of assembly are not provided for

Places of assembly:

means land and/or buildings used for the public and/or private assembly of people, primarily for worship, education, recreational, social, ceremonial, cultural, and spiritual activities for meditation, and functions of a community character. May include a church, church hall, church yard, and marae. Any charges for entry into or use of the facility may only be made by groups or organisations operating on a non-profit making basis.

Section 6.2 Plains Production Zone

	Performance Standards and Terms	Comment
6.2.5A	Building Height 1. Industrial, commercial, frost protection fans (measured to the tip of the blade), winery buildings or structures Maximum height 15 metres. 2. All other buildings or structures Maximum height 10 metres. 3. Height in relation to Bridge Pa Aerodrome N/A	N/A Does not comply. Height of main building is 8.2m, the dome on the top adds a further 4.8m and total height is 13m.
6.2.5B	Yards The following setback distances are required: 1. Residential Activities Residential Buildings (including supplementary units) on Plains Sites Front yard = 7.5m All other boundaries = 15m 2. Residential Buildings on sites created by the Plains Lifestyle Sites Subdivision Provisions N/A 3. Industrial, Commercial and Winery Buildings and Structures, Frost Fans and Seasonal Workers Accommodation Front yard 15 metres All other boundaries 15 metres Outdoor seating and playground areas ancillary to industrial, commercial, and winery buildings and structures shall be set back a minimum of 20 metres from the boundary of any adjoining land based primary production operation. 4. Accessory Buildings (associated with residential and land based primary production) and Loading Ramps Front yard 7.5 metres All other boundaries 5.0 metres N/A	Will comply None of these building yards provide for places of assembly, or non-rural buildings in general. The temple is setback at minimum 37m from adjoining boundaries. The accessory building – the library is setback at least 22.5m. The priests dwelling is setback at least 22.5m. The outdoor recreation area associated with the temple is setback at least 15m, maybe 20m from boundary. The nearest building to Richmond Road is setback 37.5m from the frontage. The temple is setback approx. 140m back from Northwood Ave. Using a combination of the building yards as a guide, compliance can be achieved.
6.2.5C	Protection of Flood Channels	N/A
6.2.5D	Screening a. Outdoor storage areas of commercial, industrial, and winery activities shall be fully screened by fencing and/or planting	N/A – the activity is a Place of Assembly

Performance Standards and Terms		Comment
	<p>from adjacent or opposite commercial and residential activities and motorists using public roads.</p> <p>b. Outdoor display areas and parking areas of commercial, industrial, and winery activities shall have landscaping which consists of a mixture of ground cover and specimen trees with a minimum width of 2.5 metres.</p> <p>c. Outdoor storage and parking areas of seasonal workers accommodation shall be fully screened from adjacent residential activities in different ownership by fencing and/or planting.</p>	<p>N/A – the activity is a Place of Assembly</p> <p>N/A the activity is a Place of Assembly</p>
6.2.5E	<p>Light and Glare</p> <p>All external lighting shall be shaded or directed away from any residential buildings or roads, and shall be less than 8 lux spill measured at a height of 1.5 metres above the ground at the boundary of the site.</p>	<p>Complies – all external lighting will be shaded or directed away from any residential buildings or roads, and will be less than 8 lux spill measured at a height of 1.5 metres above the ground at the boundary of the site.</p>
6.2.5F	<p>Traffic Sightlines, Parking, Access and Loading</p> <p>Activities shall comply with the provisions of Section 26.1 of the District Plan on Transport and Parking.</p>	<p>Refer Table below</p>
6.2.5G	<p>Noise</p> <p>Activities shall comply with the provisions of Section 25.1 of the District Plan on Noise.</p>	<p>Refer Table below</p>
6.2.5H	<p>Shading or Land, Buildings and Roads</p> <p>1. Trees on Boundaries</p> <p>2. Trees Adjoining Public Roads</p> <p>3. Buildings on Sites Adjoining Residentially Zoned Land</p>	<p>Complies – any landscaping involving trees on the boundary and/or road.</p> <p>N/A</p>
6.2.5I	<p>Height in Relation to Bridge Pa Aerodrome</p>	<p>N/A</p>
6.2.5J	<p>Total Building Coverage (Including Hardstand and Sealed Areas)</p> <p>The maximum building coverage (including hardstand and sealed areas) shall not exceed 35% of the net site area or 1500m², whichever is the lesser. With the exception of Processing Industries and Wineries where the maximum building coverage is 35% of the net site area or 2500m² whichever is the lesser.</p>	<p>Does not comply</p> <p>Refer to Stratagroup concept site arrangement plan</p> <p>A total of 7,266m² represents the building coverage and hardstand area.</p>
6.2.6A	<p>Intensive Rural Production</p> <p>a. Buildings housing animals reared intensively and Yards accommodating animals reared intensively shall be located a minimum distance of:</p> <p>b. Organic matter and effluent storage, treatment and utilisation shall be located in accordance with the following minimum distances:</p> <p>i. 20 metres from a residential building on the same site.</p> <p>ii. 150 metres from a residential building or any building being part of a marae, place of assembly, commercial activity or industrial activity on another site.</p>	<p>N/A</p> <p>N/A</p>

Performance Standards and Terms		Comment
	iii. 50 metres from a property boundary. iv. 20 metres from a public road. c. All other yard setbacks from site boundaries (not specified by (a) and (b) above) shall be 10 metres.	N/A
6.2.6B	Residential Buildings a. One residential building shall be allowed per site provided that the site shall be a minimum area of 2500m ² . b. One supplementary residential building shall be allowed per site.	Complies n/A
6.2.6C	Supplementary Residential Buildings	N/A
6.2.6D	Commercial activities	N/A
6.2.6E	Poultry Farming for More Than 60,000 Birds for Scheduled Activity 45	N/A
6.2.6F	Industrial Activities	N/A
6.2.6G	Site Area Thresholds	N/A
6.2.6H	Temporary Events	N/A
6.2.6I	Wineries	N/A
6.2.6J	Relocated Buildings	N/A
6.2.6K	Seasonal Worker Accommodation	N/A
6.2.6L	Scheduled Activities	N/A
6.2.6M	Temporary Military Training Activities	N/A
6.2.6N	The Storage, Handling or Use of Hazardous Substances within the Herefanga Plains Unconfined Aquifer Overlay Appendix 59	N/A
6.2.6O	Retirement Village on Lot 2 DP 437278	N/A

Item 2

Attachment D

Performance Standards and Terms	Comment
<p>26.1.6A</p> <p>1. Access To Property</p> <p>a) Every owner or occupier shall provide safe and effective vehicular access to activities undertaken on a site, and required parking or loading areas.</p> <p>b) There shall be a maximum of one vehicle crossing to a property in a Residential Zone.</p> <p>c) The minimum legal widths for private access are detailed in Table 13.1.6.1-1...</p> <p>d) A property access which crosses a rail network is not constituted as legal access...</p> <p>2. Distance of Vehicle Accesses from Road Intersections</p> <p>a) Residential, Industrial and Commercial Zones;</p> <p>b) Rural Residential, Rural, Plains and special Character Zones: Vehicle access to any property shall be sited a minimum of 100 metres from an intersection of a State Highway.</p> <p>3. Vehicle access to Property Zoned Industrial 2 (Irongate) Deferred Industrial 2 (Irongate)...</p> <p>4. Distance of vehicle Access from Railway level Crossing...</p>	<p>Complies – refer to the TDG report</p> <p>N/A</p> <p>Complies – refer to the TDG report</p> <p>N/A</p> <p>N/A</p> <p>Complies -- refer to the TDG report</p> <p>N/A</p> <p>N/A</p>
<p>26.1.6B</p> <p>Safe Sightline Distances</p> <p>1. Intersections shall be located to ensure that Safe Sightline Distances are maintained.</p> <p><i>Note: For vehicle accesses fronting a Local, Collector or Arterial Route (as defined in the Roading Hierarchy in Appendix 69) compliance with Austroads Standards is deemed an acceptable means of compliance.</i></p> <p>For vehicle accesses and intersections fronting a State Highway, compliance with the NZ Transport Agency's standards for entrance/access ways is deemed an acceptable means of compliance.</p> <p>2. All existing and new accesses that cross the rail network via a level crossing....</p>	<p>Complies -- refer to the TDG report</p> <p>N/A</p>
<p>26.1.6C</p> <p>Loading</p> <p>1. All Activities except Residential Activities</p> <p>(a) Provision of Loading Spaces</p> <p>(i) Every owner or occupier who proposes to construct or substantially alter, reconstruct</p>	<p>Complies – there is sufficient area on site to accommodate multiple loading spaces</p>

Performance Standards and Terms		Comment
	<p>or add to a building on any site, or change the activity carried out on the site shall provide a Loading Space. The Loading Space shall provide for the suitable or efficient accommodation of any loading or fuelling of vehicles which are likely to arise from the use of any building or activity carried out on the site, except where a service lane is designated or provided, or where the site has Designated Retail Frontage (see Appendix 30). Separate Loading Spaces shall be provided for each occupier of the site if there are more than one. The Loading Space shall be additional to the parking required in Table 26.1.6.1-4.</p> <p>(ii) Every Loading Space, together with access, shall be designed so that it is not necessary to reverse vehicles either on to or off the street. The Loading Space shall not be stacked or located within vehicle manoeuvring areas.</p> <p>(iii) The provision of a Loading Space in respect of any site may be made as part of the side and/or rear yard space, but not as part of the front yard space of that site.</p> <p>(iv) The method of loading shall ensure that the footpath or access to adjacent properties shall remain clear at all times and ensure traffic safety is maintained on the roads.</p> <p>(b) Design of Loading Spaces The design of Loading Spaces and the layout adopted will depend on the area and shape of the land available, the purpose for which loading is required, and the functional design of the building. The layout shall be of sufficient size to accommodate the following design vehicles:</p> <p>(i) Activities requiring loading facilities or servicing from heavy vehicles: A "Single Unit Bus / Truck" as defined in the "Austroads Design Vehicles and Turning Path Templates Guide" AP-G34-13, Austroads, 2013 - refer to Appendix 73 for the dimensions of this vehicle.</p>	<p></p> <p>Complies -- refer to the TDG report</p> <p>Complies -- refer to the TDG report</p> <p>Complies</p> <p>Complies -- there is sufficient area on site</p>

Performance Standards and Terms		Comment
	<p>(ii) Where articulated vehicles or trucks and trailers are anticipated: A "Prime Mover and Semi-Trailer" as defined in the "Austroads Design Vehicles and Turning Path Templates Guide" AP-G34-13, Austroads, 2013 - refer to Appendix 73 for the dimensions of this vehicle.</p> <p>(iii) The following minimum dimensions are provided as a means of compliance:</p> <ul style="list-style-type: none"> Warehouses, Transport depots, bulk stores and similar must have a minimum length of 20 metres and a minimum width of 3 metres. Retail activities, offices, manufacturing premises and similar must have a minimum length of 8.5 metres and a minimum width of 3 metres. Non-residential activities such as day care centres and similar must have a minimum length of 5.5 metres and a minimum width of 3 metres. 	<p>N/A</p> <p>Complies – there is sufficient area on site</p> <p>N/A</p> <p>Complies – no specific standard for Places of Assembly, so this standard used</p>
26.1.6D	<p>Parking</p> <p>1. Provision of On-Site Parking: Every owner or occupier who proposes to construct or substantially reconstruct, alter or add to a building on any site, or change the activity carried out on any land or in any building, shall provide suitable areas on the site for parking in accordance with the requirements listed in Table 26.1.6.1-3 below</p> <p>2. Exemptions</p> <p>3. Parking Spaces for People with Disabilities: Developers, owners or occupiers when constructing car parks shall make provision for disabled car parks in compliance with Appendix 71 and they shall be clearly marked or signposted as such.</p> <p>4. Jointly Used Parking Areas</p> <p>5. Design and Construction of Parking Areas</p> <p>(a) Vehicle Dimensions: All parking spaces and access and manoeuvring areas, including ramps shall be of a sufficient size and suitable layout to accommodate a "passenger vehicle" as defined in the "Austroads Design Vehicles and Turning Path Templates Guide" AP-G34-13, Austroads, 2013 - refer to</p>	<p>Complies – refer to the TDG report</p> <p>105 car parks will be provided on the site.</p> <p>N/A</p> <p>Complies – provision can be made for 3 accessible car parks and are included in the 105 above.</p> <p>N/A</p> <p>Complies - refer to TDG report</p>

Performance Standards and Terms		Comment
	Appendix 72 for the dimensions of this vehicle.	N/A
(b)	Parking Spaces for Residential Activities: Parking spaces for Residential Activities in any Residential zone shall have a minimum internal dimension of 3m (width) by 5m (length).	Complies
(c)	General Design and Construction Details: All public and required parking areas, and any outdoor display areas (such as car, caravan or boat sales yards) shall comply with the following general requirements:	N/A
	(i) Parking areas in any Commercial or Industrial Zone shall be formed and sealed with an all-weather surface.	Complies
	(ii) Parking areas shall be designed and constructed to ensure that stormwater runoff from the parking area does not adversely affect adjoining properties.	Complies
	(iii) Parking areas, together with access and turning space, shall be designed to ensure that vehicles negotiate the parking area at a safe speed and are not required to reverse either on to or off a street, provided that this requirement shall not apply in any Residential Zone where a single accessway serves not more than two residential buildings. Vehicles using the parking area shall only enter or leave the site by the accessway.	N/A
	(iv) Where a public or non-residential parking area is within or adjoins a Residential Zone, a 1.8 metre high, fully enclosed screen shall be erected or a landscape strip of a minimum width of 5 metres adjoining the boundary or the Residential Zone shall be provided. These requirements may be reduced or waived with the consent of the adjoining neighbour.	Complies
	(v) A reservoir space shall be provided within public carparks to prevent vehicles queuing on the street.	N/A
	(vi) Provision shall be made for the illumination of access drives and pedestrian areas within public carparks. Such illumination is to	

Performance Standards and Terms		Comment
	<p>be directed away from adjoining residentially zoned sites.</p> <p>(vii) Non-residential parking spaces required to be sealed by standard 26.1.6.D.5(c)(i) shall be marked out and where there is a separate requirement for staff parking such spaces shall be clearly identified.</p>	N/A
26.1.7A	<p>Access</p> <p>1. Vehicle Standing Bay</p> <p>(a) Residential Zones</p>	N/A
26.1.7B	<p>Infrastructure to Support Alternative Transport Modes</p> <p>1. Bicycle Spaces</p> <p>Where on-site car parking is required provision shall also be made for purpose built bicycle stands on site. These shall be provided at a rate of 1 bicycle stand per 5 carpark spaces that are required except for supermarket where the ratio shall be 1 bicycle stand per 20 carpark spaces that are required. The bicycle stands shall meet the following requirements:</p> <p>(a) They shall be securely attached to a wall or the ground and shall support the bicycle frame.</p> <p>(b) Each cycle stand shall be adequately spaced to allow a cyclist to manoeuvre and attach a bicycle to the stand.</p> <p>(c) They shall allow the bicycle to be secured.</p> <p>(d) They shall be visible and signposted.</p> <p>2. Bicycle End of Journey Facilities</p> <p>Commercial or Industrial Activities which employ more than 15 FTE staff members shall provide one male and one female shower and changing facilities for staff to encourage the use of alternative transport modes.</p> <p>3. Exemptions</p> <p>Renewable Energy Generation Activities are exempt from the provisions of standard 26.1.7B</p>	<p>Complies</p> <p>Design to Comply</p> <p>Design to Comply</p> <p>Design to Comply</p> <p>Design to Comply</p> <p>Showers and changing facilities provided in temple</p> <p>N/A</p>

Section 25.1 Noise

Condition		Analysis										
25.1.6A	Measurement and Assessment of Noise Unless stated by a rule or standard elsewhere in this Plan, noise shall be measured in accordance with New Zealand Standard 6801:2008 Acoustics - Measurement of Environmental Sound and assessed in accordance with New Zealand Standard 6802:2008 Acoustics - Environmental Noise.	Complies - noise will be measured in accordance with New Zealand Standard 6801:2008 Acoustics - Measurement of Environmental Sound and assessed in accordance with New Zealand Standard 6802:2008 Acoustics - Environmental Noise.										
25.1.6B	Exemptions From Maximum Noise Limits (b)	Recreation activities exempt = sports day and typical outside activities.										
25.1.6C	Residential Zones	N/A										
25.1.6D	Rural Zones The following noise conditions shall apply to all land uses within all Rural Zones, other than those exempted in Rule 25.1.6B and 25.1.7E (Wind Farm Noise): (a) The following noise limits shall not be exceeded at any point within the notional boundary of any noise sensitive activity on any other site within a Rural Zone; or at any point within the boundary of any site, in any Zone other than an Industrial Zone: <table><tr><td>Control Hours</td><td>Noise Level</td></tr><tr><td>0700 to 1900 hours</td><td>55 dB L_{Aeq} (1h) (m)</td></tr><tr><td>1900 to 2200 hours</td><td>50 dB L_{Aeq} (1h) (m)</td></tr><tr><td>2200 to 0700 hours the following day</td><td>45 dB L_{Aeq} (15 min)</td></tr><tr><td>2200 to 0700 hours the following day</td><td>75 dB L_A (Fmax)</td></tr></table>	Control Hours	Noise Level	0700 to 1900 hours	55 dB L _{Aeq} (1h) (m)	1900 to 2200 hours	50 dB L _{Aeq} (1h) (m)	2200 to 0700 hours the following day	45 dB L _{Aeq} (15 min)	2200 to 0700 hours the following day	75 dB L _A (Fmax)	Complies – see the Earcon Report.
Control Hours	Noise Level											
0700 to 1900 hours	55 dB L _{Aeq} (1h) (m)											
1900 to 2200 hours	50 dB L _{Aeq} (1h) (m)											
2200 to 0700 hours the following day	45 dB L _{Aeq} (15 min)											
2200 to 0700 hours the following day	75 dB L _A (Fmax)											
25.1.6E	Commercial Zones	N/A										
25.1.6F	Industrial Zones	N/A										
25.1.6G	Whirinaki Industrial Zone	N/A										
25.1.6H	Open Space Zones	N/A										
25.1.6I	Construction Noise (a) Any noise arising from construction, maintenance and demolition work in any zone shall comply with New Zealand Standard NZS6803:1999 Acoustics: Construction Noise. (b) Construction noise must be measured and assessed in accordance with New Zealand Standard NZS6803:1999 Acoustics: Construction Noise. (c) To avoid doubt, Standards 25.1.6C to 25.1.6H above shall not apply to construction noise	Complies - noise arising from construction work will be managed to comply with New Zealand Standard NZS6803:1999 Acoustics: Construction Noise Complies - construction noise will be measured and assessed in accordance with New Zealand Standard NZS6803:1999 Acoustics: Construction Noise										
25.1.6J	Temporary Events	Relevant in terms of the special events										
25.1.7A	Audible Bird Scaring Devices	N/A										
25.1.7B	Frost Protection Fans	N/A										
25.1.7C	Noise Sensitive Activities in Commercial (excluding Suburban Commercial) and Industrial zones	N/A – the site is not located within a Commercial or Industrial Zone										
25.1.7D	Noise sensitive activities within the major	N/A										
25.1.7E	Windfarm Noise	N/A										
25.1.7F	Aircraft noise - Bridge pa aerodrome	N/A										
25.1.7G	Helicopter Depots	N/A										
25.1.7H	Watercraft Noise	N/A										
25.1.7I	Noise From New Or Altered Roads	N/A										
25.1.7J	Events Within The Regional Sports Park Zone	N/A										

Section 27.1 Earthworks

Condition		Analysis
27.1.6A	Extent Of Earthworks Plains Production Zone: <ul style="list-style-type: none"> Earthwork limit of 100m³ per hectare of site Importation of fill or removal of cut 50m³ per hectare of site 	Does not comply – permitted level is 100m ³ x 3.9ha (site area) = 390m ³ . The development is likely to produce 2380m ³ /2331m ³ of cut to fill. The permitted level of imported fill is 195m ³ . The volume of imported fill is approximately 3491m ³
27.1.6B	Vegetation 1. Where vegetation clearance occurs (except where it is associated with the operation, maintenance or upgrading of lawfully established roads, tracks and drainage channels), disturbed areas shall be repastured or revegetated as soon as practicable within 18 months of the activity ceasing 2. Where soil is disturbed by prospecting such areas will be restored and rehabilitated within 6 months of the activity ceasing.	N/A N/A
27.1.6C	Slope Rural SMA: Earthworks shall not be undertaken on land with a slope of greater than 45° above horizontal. All other SMA: Earthworks shall not be undertaken on land with a slope of greater than 22° above horizontal	N/A Complies
27.1.6D	Excavation 1. No earthworks shall have a cut/fill face of overall vertical extent of greater than: <ul style="list-style-type: none"> (i) 5 metres in Rural Zone, Nature Preservation Zone & ONFL 7 (excluding ONFL 2 – 6 & 8) (ii) 2.5 metres in all other Zones. (iii) 2 metres in ONFL 2 – 6 & 8 2. No excavations shall be of greater than 1 metre vertical extent of cut/fill face, where the top of the excavation is within 10 metres of buildings or surcharge loads.	N/A Complies N/A Complies
27.1.6E	Noise Activities shall comply with the provisions of Section 25.1 of the District Plan on Noise.	See above
27.1.6F	Flood Protection Works	N/A
27.1.6G	Location of Fill Except when associated with fill faces on rural farm tracks, any fill of over: <ul style="list-style-type: none"> (a) 100m³ volume; or (b) 0.5 meters total depth Shall only be permitted if a site plan is provided to Hastings District Council showing the location and extent of the fill.	Complies
27.1.6H	Sediment Control Sediment runoff into a council reticulated network shall not cause any conspicuous change in colour or visual clarity of water after reasonable mixing.	Complies