Response ID ANON-URZ4-5F8W-Y

Submitted to Fast-track approval applications
Submitted on 2024-05-03 08:29:36

Submitter details

Is this application for section 2a or 2b?

2A

1 Submitter name

Individual or organisation name:
Harewood Gravels Company Limited

2 Contact person

Contact person name:
Jeremy Dixon

3 What is your job title

Job title:
CEO, Issac Construction Company Limited

4 What is your contact email address?

Email:
s 9(2)(a)

5 What is your phone number?

Phone number:
s 9(2)(a)

6 What is your postal address?

Postal address:

s 9(2)(a)

7 Is your address for service different from your postal address?

No

Organisation:

Contact person:

Phone number:

Email address:

Job title:

Please enter your service address:

Section 1: Project location

Site address or location

Add the address or describe the location:

21 Conservators Road
McLeans Island
Christchurch
Canterbury 7676

File upload:
Proposed quarry plan.pdf was uploaded

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Do you have a current copy of the relevant Record(s) of Title?

Yes

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APPENDIX 1 - CB7C_355.pdf was uploaded

Who are the registered legal land owner(s)?

Please write your answer here:

Harewood Gravels Company Limited

Detail the nature of the applicant's legal interest (if any) in the land on which the project will occur

Please write your answer here:

Legal owner. Have full ability to undertake the work that is required for the project.

Section 2: Project details

What is the project name?

Please write your answer here:
Conservators Road Quarry

What is the project summary?

Please write your answer here:

The project is to establish and operate a quarry to replace an existing quarry operation that is coming to the end of its life, with available aggregate near exhaustion. The quarry will involve the extraction of aggregate from a 14.4 ha area and will include rehabilitation of the site.

What are the project details?

Please write your answer here:

The project purpose addresses the demand for aggregate in Greater Christchurch which is an important component in the construction and maintenance of housing, commercial, and industrial buildings and community infrastructure. The project has regional significance, particularly given the focus on infrastructure development and housing sufficiency.

The objective of the project is to address the demand for aggregate in Greater Christchurch to allow Greater Christchurch and replace the existing Harewood Gravel quarry operation.

The project activities relate to the operation of a gravel quarry and the associated earthworks on part of a 28ha site at 21 Conservators Road. The quarry is to be excavated in a west to east direction, with the maximum exposed area of active quarrying operations being between 4 to 5 ha at any one time, previously quarried stages will be revegetated. The maximum combined exposed area of quarrying, the crushing area, active cleanfilling and all haul roads will be a maximum of 9 ha.
This site is to be a 'project quarry', which means that extraction occurs when needed for a Road Metals or Isaac Construction project. Demand for aggregate in the Greater Christchurch area is high and will increase with implementation of other projects. As a "project" quarry operator, aggregate is provided direct for project works, which will be essential for demand increases for larger project works. It is estimated that the quarry will have a lifespan of 10-15 years.

Describe the staging of the project, including the nature and timing of the staging

Please write your answer here:

Harewood Gravels proposes to quarry the site in three stages. The quarry is to be excavated in a west to east direction, with the maximum exposed area of active quarrying operations being between 4 to 5 ha at any one time, previously quarried stages will be progressively cleanfilled and rehabilitated.

What are the details of the regime under which approval is being sought?

Please write your answer here:

Application under section 88 of the Resource Management Act 1991 for land use consent to establish a gravel quarry and undertake the associated earthworks, and any associated permits/approvals required.

If you seeking approval under the Resource Management Act, who are the relevant local authorities?

Please write your answer here:

Christchurch City Council
Canterbury Regional Council

What applications have you already made for approvals on the same or a similar project?

Please write your answer here:

Consent for quarrying of the 28.33ha site was initially granted by the Canterbury Regional Council and Christchurch City Council at a joint hearing in 2016. Consents were granted for:
 Discharge permit (s15) CRC157163 - to discharge contaminants into air;
 Discharge permit (s15) CRC170287 - to discharge contaminants to land in circumstances where it may enter water;
 Land use consent (s9) CRC157162 - to excavate land, deposit clean fill material and store and use hazardous materials; and
 Land use consent RMA92030745, to operate a new gravel quarry and associated earthworks.
Yaldhurst Quarries Joint Action Group appealed the Christchurch City Council decision (RMA92030745) and Canterbury Regional Council's discharge permit CRC157163 to the Environment Court. The appeal of CRC157163 was subsequently withdrawn.
On 10 October 2017 the appeal was upheld, and the consent refused. The application was then appealed by Harewood Gravels Company Limited to the High Court and a judgement was reached on 30 November 2018. While the Court found one error (regarding the Court's findings relating to noise), the judgement did not send the application back to the Environment Court and the appeal was dismissed.
Harewood Gravels has recently applied to the Christchurch City Council for new resource consents for an amended proposal, with a significant number of changes to take account of the concerns raised through the Court process. These changes are discussed in more detail in section 5. These consents were lodged in March and Harewood Gravels has recently received a request for a significant amount of further information that will substantially delay the processing of its application.
It should also be noted that on 18 May 2023, Canterbury Regional Council granted an application for an extension to the lapsing date of resource consents CRC157162, CRC157163 & CRC170287 to 31 March 2025. The Canterbury Regional Council has now advised the Christchurch City Council that the water permit held by Harewood Gravels cannot be used for dust suppression, and a further consenting process may be required.

Is approval required for the project by someone other than the applicant?

No

Please explain your answer here:

No additional consents are required. Harewood Gravels currently hold the following resource consents from Canterbury Regional Council, which lapse on 31 March 2025 and expire on 28 November 2046:
 CRC157162 – to excavate land and deposit material over an unconfined or semi-confined aquifer and to store and use hazardous substances.
 CRC157163 – to discharge contaminants to air.
 CRC170287 – to discharge contaminants to land.

If the approval(s) are granted, when do you anticipate construction activities will begin, and be completed?

Please write your answer here:

Although consenting has been incredibly difficult to date, the project is well-advanced with business case analysis complete, land acquired, and numerous environmental reports prepared.

The quarry will be privately funded by the two shareholders of Harewood Gravels, Road Metals Holdings Construction Company Construction Limited and Isaac Construction Company.

Construction can start immediately once consents are obtained. The land has been purchased, reports completed, and the shareholding companies of Harewood Gravels are well-established local businesses that have been operating nearby for some time (with their current quarry nearing the end of its life).

Section 3: Consultation

Who are the persons affected by the project?

Please write your answer here:

Christchurch City Council
Canterbury Regional Council

Transpower New Zealand Limited
Christchurch International Airport Limited

Detail all consultation undertaken with the persons referred to above. Include a statement explaining how engagement has informed the project.

Please write your answer here:

Harewood Gravels is currently consulting with Christchurch International Airport and Transpower. Christchurch International Airport has confirmed that, with one amendment to the volunteered conditions, it supports the project. Consultation with Transpower is expected to conclude shortly.

Harewood Gravels has consulted with SOL Quarries Limited (who operate a surrounding site that initially gained consent to undertake quarrying in January 2016 and then gained consent for an extension to the quarrying area in April 2021) and a number of the nearby rural / residential properties including providing them with the proposed plans for the site. Currently, no written approvals have been obtained however these discussions are continuing.

A result of early engagement with the neighbouring landowners was that Harewood Gravels approached SOL Quarries and the Canterbury Regional Council to discuss whether an alternative access route could be obtained through Canterbury Regional Council land (including potentially using SOL Quarries' existing access), however the Regional Council did not support any alternative access over their adjoining land.

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Describe any processes already undertaken under the Public Works Act 1981 in relation to the land or any part of the land on which the project will occur:

Please write your answer here:

N/A

Section 4: Iwi authorities and Treaty settlements

What treaty settlements apply to the geographical location of the project?

Please write your answer here:

Ngāi Tahu Claims Settlement Act 1998. The site, nor any immediately adjoining sites, are not listed as a sites of Ngāi Tahu cultural significance. There are no heritage items located on the site. The Ngāi Tahu Claims Settlement Act is therefore not relevant to the application.

Are there any Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019 principles or provisions that are relevant to the project?

No

If yes, what are they?:

Are there any identified parcels of Māori land within the project area, marae, and identified wāhi tapu?

No

If yes, what are they?:

Is the project proposed on any land returned under a Treaty settlement or any identified Māori land described in the ineligibility criteria?

No

Has the applicant has secured the relevant landowners' consent?

No

Is the project proposed in any customary marine title area, protected customary rights area, or aquaculture settlement area declared under s 12 of the Māori Commercial Aquaculture Claims Settlement Act 2004 or identified within an individual iwi settlement?

No

If yes, what are they?:

Has there been an assessment of any effects of the activity on the exercise of a protected customary right?

No

If yes, please explain:

Upload your assessment if necessary:
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Section 5: Adverse effects

What are the anticipated and known adverse effects of the project on the environment?

Please describe:

After initially having resource consent for the project granted in 2016 and having that decision overturned by the Environment Court and High Court, Harewood Gravels has invested significant time, effort and expense towards consenting this project over the past eight years. In making its decision to refuse consent, the High Court commented:
"This judgment is by no means the end of the line for HGL for this site, if it is able to mount a fresh case addressing the material deficiencies in the evidence which the Environment Court identified."
Accordingly, since this time Harewood Gravels has been working with experts to address the Courts' findings and prepare and application for a new proposal that addresses the concerns raised through the previous process.
The current proposal differs materially from the previous proposal in a number of respects, including:
(i) The nature of the quarry site: the quarry and bunding will now be located behind an existing shelterbelt some 150 metres from Conservators Road (with the rest of the site retaining its current agricultural use) and will be barely visible from most viewpoints; a significantly smaller area will be open at any time and a much longer length of access road into the quarry will be sealed to reduce dust impacts; crushing will only take place intermittently at the back of the site which, combined with the setback from Conservators Road, reduces noise levels for sensitive receivers; maximum traffic movements and hours of operation are proposed to be reduced; updated site procedures.
(ii) The immediately surrounding area: the proposal includes widening Conservators Road and upgrading the Conservators-Guys-Savills intersection; Road Metals Company Limited, one of the Harewood Gravels joint venture partners, has purchased the property opposite the quarry site, which is now vacant; the proposed quarry will in effect not add an additional quarry to the area, as the existing Harewood Gravels project quarry on McLeans Island Road is nearing completion.
(iii) The wider context: suitable aggregate alternatives in close proximity to Christchurch are becoming increasingly limited with over-allocation of the Waimakariri River gravel source and regulatory changes such as the National Policy Statement for Highly Productive Land; new information available including the results of an air quality study focusing on the Yaldhurst quarries carried out for Environment Canterbury (ECan) by Mote Limited in 2018 (referred to as the 'Yaldhurst Study').
Harewood Gravels has worked with its experts to address shortcomings in the previous evidence, including carrying out background monitoring. It should also be noted that the consents granted by ECan to enable quarrying of the site were not appealed and remain in place, with the lapsing date extended.

Amenity: Noise effects
The potential noise effects from the proposal can be split into two types of noise being, noise from the site itself and noise from heavy vehicles on the roads. In summary, the noise generated on quarry site can comply with the District Plan noise sensitive standards at all sensitive properties. The cumulative effects of noise on 15 and 25 Savills Road will minor, and the effects on other sensitive properties in the area will be less than minor. Overall, with the proposed mitigation measure the noise effects from the site will be minimal, with effects on all nearby dwellings acceptable.
The existing environment already includes two existing quarries with heavy vehicle access. Whilst the surrounding residential properties may notice some increase in traffic past their properties, the proposed vehicle numbers for this quarry are less than the previous proposal and truck movements will be spread out throughout the working day. Taking this into account, the effects on these properties will be less than minor.

Harewood Gravels acknowledges that vibration could be a source of nuisance to some residents, however, given that vibration levels are predicted to remain constant and that the maximum levels measured are well below criteria for potential cosmetic building damage, it is considered that the effects of vibration, from this proposal, would be less than minor.

Amenity: Effects of dust discharge
Harewood Gravels already has resource consent from Environment Canterbury to discharge dust to air (CRC157163). In addition, Harewood Gravels has a water extraction permit (CRC145750). Water for dust suppression will be extracted from groundwater, however this may require an amendment to or replacement of the existing water extraction permit.
The main discharge to air is particulate matter (dust) from quarrying activities. The most common concerns relating to dust discharges are generally nuisance impacts and health effects (if very small particles are present). Six receptors have been identified as having a low (slight) risk and one receptor with a very low (negligible) risk of potential exposure to dust from the quarry. Although the identified dust risks are low and very low, dust mitigation and monitoring measures are proposed to ensure that effects are managed to acceptable levels.

Ecological effects: Ground water
If quarrying operations are not managed appropriately, there is the potential for contamination of groundwater resources. Activities taking place within a quarry such as the management of hazardous substances and backfilling of excavations can pose an increased risk to groundwater.

Maintaining the depth of excavation to at least 1m above groundwater will ensure that groundwater is not intercepted and there will be a comfortable separation distance between the quarry pit floor and highest recorded groundwater levels. As a minimum separation distance of 1m from the highest recorded ground water level is proposed, the potential for groundwater contamination from excavation and filling operations is very low.

Machinery will also be well maintained to limit the potential for any hydraulic fluid spills and machinery operators and site staff will be trained in spill avoidance techniques. Any contaminated soil will be appropriately disposed of to an authorised off-site facility.

Overall, any adverse effects on groundwater quality are considered to be less than minor given the already approved extraction permit from ECan, the nature of the proposed quarry operation, operational controls such as securing the site and maintenance of machinery, and the proposed mitigation measures, including volunteered conditions.

Ecology: Effects on freshwater
The closest natural water course to the site is the Waimakariri River located approximately 4 km to the north of the site or the headwater of the Avon

River and Waimakariri Creek approximately 3.5 km to the southeast. Neither will be affected by the proposed quarry operation.

A water race runs along the front boundary of the site within the road reserve. This race forms part of the Selwyn District Council's Paparua rural water scheme. An existing vehicle crossing over the water race provides access to the site which will require upgrading as part of the proposal. To ensure that sedimentation does not enter the race, appropriate erosion and sediment control practices (ESCP) will be put in place during any construction works on the entrance way. The quarrying activity will be at least 155m from the road boundary, where the water race is located. Therefore, apart from the works to upgrade the vehicle crossing, there will be no earthworks undertaken within the 5m waterway setback, within the application site.

Outside the site, the water race runs along Conservators Road and then along Savills Road. Due to traffic safety requirements, Conservators Road will likely need to be widened. The design of the intersection would be agreed with the Council at detailed engineering approval stage, so that the function of the waterway was protected. Overall, this will ensure that the ecological effects of the proposal are less than minor.

Traffic effects: Vehicle access design
The proposal will provide for a maximum of 300 truck movements a day with a four-week rolling average of 200 truck movements per day. Up to 30 light vehicle movements per day are also proposed. The proposed activity is considered a high trip generator as more than 250 heavy vehicle trips per day are proposed. The quarry will not be open to the public and will predominantly serve vehicles owned by Road Metals and Isaac Construction.
Heavy duty vehicle access capable of accommodating the proposed traffic volumes is proposed. In addition, vehicles leaving the site will be well maintained, thereby minimising noise and exhaust emissions. Quarry staff will be trained on how to load road trucks to avoid spillage, and all laden trucks leaving the quarry will be visually inspected to reduce the risk of quarry products being spilled on public roads. A number of conditions have also been volunteered to minimise effects. Taking the above into account the proposal will have a no more than minor effect on the wider environment in terms of traffic safety.
Cumulative traffic effects
The existing receiving environment includes two previously consented quarry activities, SOL Quarry and Frews Quarry, and associated heavy vehicle movements. Whilst the proposal will increase the total numbers of heavy vehicles on the surrounding roads, these will be spread out, which will lessen the cumulative effects on any surrounding properties. As already detailed above, Conservators / Guys / Savills Road intersection will be widened, so that there will be no concerns with safety at this intersection. Overall, it is considered that the cumulative effects of the heavy vehicles on the surrounding roads will have a no more than minor effect on the wider environment.

Bird strike risk and effects on airport noise
The application site is located approximately 1.6km from the airport runway at its nearest point. The majority of the site is also located under the airport 50 dB Ldn Air Noise contours, within which new noise sensitive activities are to be avoided, however a quarry is not listed as a sensitive activity within the District Plan.
Christchurch International Airport Limited (CIAL) has confirmed that, with one amendment, the volunteered conditions with regards to airport operations are acceptable. With the suite of volunteered conditions, it is considered that the potential effects on CIAL to be less than minor.
Effects on infrastructure
The site contains a Transpower transmission tower. Consultation is currently underway with Transpower with a number of conditions volunteered. These conditions will ensure that any potential adverse effects on the transmission line that runs through the site are avoided or mitigated. With the suite of volunteered conditions, it is considered the potential effects on Transpower to be less than minor.

Cultural values
The effects on cultural values are considered to be less than minor. There are not heritage items located on the site and the site, or any of immediately adjoining sites, are also not listed in the Christchurch District Plan as a site of Ngāi Tahu cultural significance and there are no protected trees within the application site.
Whilst the site is unlikely to contain any archaeological material due to its location, the applicant offers a condition of consent regarding an Accidental Discovery Protocol. The condition states that if archaeological material is discovered, earthmoving operations will cease immediately.
Hazardous substance storage and use
The effects on groundwater quality and on the surrounding land, as a result of the storage and use of hazardous substances, are considered to be less than minor. A number of conditions, with regards to the safe storage and use of hazardous substances are also volunteered.
Landscape, rural character and visual effects
The District Plan policies state that quarrying activities shall be fully rehabilitated, including ensuring that the final rehabilitated landform is appropriate to the area. The Plan recognises that quarrying is a rural productive activity, and allowed in areas where it can support, maintain and enhance the rural environment.

Visual amenity
Proposed landscape mitigation measures (i.e., proposed planting and shelter belt) will ensure that the effects on the visual amenity of the surrounding properties and wider area would be less than minor.

Rural character
The proposed quarry will be consistent with the nature, scale and intensity of the adjoining SOL Quarry activity existing in the vicinity. An existing shelter belt will remain and screen the quarry from most viewpoints, proposed bunding will not be directly visible from Conservators Road and the approximately 140m between Conservators Road and the existing shelter belts will remain largely as existing.

The rural character along Conservators Road will still predominantly be in keeping with the above description of rural character. In addition, the proposal includes a comprehensive rehabilitation plan, including that finished ground levels are to be recontoured to replicate previous natural ground levels and existing braiding patterns of the old riverbed, before being reinstated as pasture grass. The quarrying activity will occur in stages allowing the majority of the site to be perceived as open space during the life of the quarry. The progressive rehabilitation of each stage will return areas of the site to grazing pasture and therefore will be consistent with existing rural character. When quarry has ceased, the landscape character of the area will be similar to existing. Overall, including the mitigation volunteered, the effects of the proposal on the rural character of the area will be less than minor.

Cumulative effects on rural character and amenity
The proposed Harwood Gravel Quarry is a new development, but it will replace an existing Harewood Gravels quarry operation located at 535 McLeans Island Road, which is proposed to close. Some initial preparatory works may be undertaken while the old quarry is still operating in order to implement the consent. However, once the current operational quarry closes the overall scale and intensity of quarrying operations within the surrounding area will remain unchanged.
Whilst there are a number of quarries in the area, not all of these can be viewed simultaneously due to distance, quarrying activities being undertaken below ground level, screening, intervening shelterbelts, trees, and other vegetation. Furthermore, whilst previously there was concern that some properties could have the perception of quarries being located close to both the east and west boundaries, resulting in the perception of being surrounded by quarries, as this proposal is for a setback from Conservators Road, this effect is now lessened.
Overall, no cumulative landscape and visual amenity effects will result from the proposed quarry when considered within the context of the wider setting and therefore, the cumulative landscape effects will be less than minor.

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Section 6: National policy statements and national environmental standards

What is the general assessment of the project in relation to any relevant national policy statement (including the New Zealand Coastal Policy Statement) and national environmental standard?

Please write your answer here:

Given the particulars of the land and the project, the following National Policy Statements are not relevant: the New Zealand Coastal Policy Statement, NPS for Renewable Electricity Generation 2011, NPS for Electricity Transmission 2008, NPS for Greenhouse Gases from Industrial Process Heat 2023, NPS for Freshwater Management 2020 or the NPS for Indigenous Biodiversity 2023.

National Policy Statement for Highly Productive Land 2022 (NPS-HPL)
The application site is not located within the Class 1-3 soils currently identified by the NZLRI and Land Use Capability 2021 maps and is therefore not considered highly productive. Given that this site is not considered highly productive and that the District Plan recognises quarrying activities as a rural activity, this indicates that quarrying of this site an appropriate activity from that perspective.
Furthermore, the current classification of large areas around Christchurch City as highly productive land significantly reduces the area and options available for quarrying within close proximity to the city that are not considered highly productive. As referred to above, the introduction of the NPS-HPL and the tests it introduces for the use of highly productive land have come about since the original application and are therefore considered to place a greater weighting on land that is not considered highly productive for quarrying purposes than previously was the case.

National Policy Statement for Freshwater Management 2020 (NPS-FM)
The objective of the NPS-FM is to ensure that natural and physical resources are managed in a way that priorities:
(i) the health and well-being of water bodies and freshwater ecosystems;
(ii) the health needs of people (such as drinking water); and
(iii) the ability of people and communities to provide for their social, economic, and cultural wellbeing, now and in the future.
The applicant recognises the critical importance of protecting the groundwater beneath the quarry site and therefore will ensure that a minimum of 1m is maintained between the highest recorded groundwater level and the quarry pit floor. ECan consents have already been granted, including a suite of conditions that will be complied with by the applicant.

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Section 7: Eligibility

Will access to the fast-track process enable the project to be processed in a more timely and cost-efficient way than under normal processes?

Yes

Please explain your answer here:

Fast-tracking this project would enable construction to commence as soon as approvals are granted. This project can be described as having a ‘tortured history’ with normal consenting processes, with previous consents being overturned by the Environment Court based on concerns of nearby residents and an unsuccessful appeal to the High Court. Harewood Gravels has spent eight years attempting to smooth the pathway for consenting a quarry in this location.
If this project is unsuccessful in this fast-tracking application, the timing of the commencement is less certain and relies on Christchurch City Council’s decision on the 2024 resource consent application, which in turn is likely to be further delayed by what Harewood Gravels sees is unnecessary requests for further assessments and consenting processes.
The Fast-Track Approvals Bill 2024 was introduced with a specific purpose to provide a streamlined decision-making process that facilitates the delivery of infrastructure and development projects with significant regional or national benefits. Essentially, it aims to expedite approvals for projects that contribute to the overall well-being and growth of communities. The projects focus on meeting the demand for aggregate in Greater Christchurch to provide for the construction and maintenance of buildings and infrastructure is clearly aligns with this purpose. The project will produce significant regional benefits, making it a strong candidate for streamlined approval.

What is the impact referring this project will have on the efficient operation of the fast-track process?

Please write your answer here:

Referring this project will not negatively impact on the efficient operation of the fast-track process for the following reasons:
1. Project Alignment with Bill's Purpose:
• The proposed project aligns with the bill's core purpose, which is to expedite infrastructure and development projects with significant regional or national benefits.
• A sustained supply of aggregate is required to provide for new building, construction and roading projects and also maintain and redevelop existing infrastructure. Therefore, the project will directly contribute to regional well-being and growth.
2. Clear Objectives and Scope:
• The project's objectives are well-defined: to address the demand for aggregate in Greater Christchurch to allow Greater Christchurch and replace the existing Harewood Gravel quarry operation.
• Clarity in project scope ensures that decision-makers can assess its merits efficiently without unnecessary delays.
3. Balancing Speed with Rigorous Assessment:
• The bill aims for fast-track approval, without compromising on rigorous assessment.
• Referring this project won't adversely impact the process because it has undergone extensive scrutiny to date through district planning processes, in a manner that has narrowed the issues and provides confidence that relevant matters have been addressed. This minimises any risk of decision making in an expedited manner.
5. Regional and National Benefits:
• The project contributes to regional economic growth and improved regionally significant infrastructure. Such projects are precisely what the bill seeks to accelerate.
• Demand for aggregate in the Greater Christchurch area is high and will increase with implementation of other projects. As a “project” quarry operator, aggregate is provided direct for project works, which will be essential for demand increases for larger project works. For the period 2014 to 2041, greater Christchurch is forecast to have total aggregate demand of 180 million tonnes, aggregate supply from existing land based quarries and river supply of 140 million tonnes and therefore a shortfall of 40 million tonnes. For Christchurch City, a shortfall of 45 million tonnes is projected. Aggregate is an important component in the construction and maintenance of housing, commercial and industrial buildings and community infrastructure, however aggregate extraction is becoming increasingly difficult to consent.
• Enabling the provision of low cost aggregate is important to economic wellbeing and the efficient use and development of resources. ln a competitive market, increases in the costs of quarrying, producing and transporting aggregate will result in increased prices for aggregate used for the construction and maintenance of infrastructure and other buildings. Putting downward pressure on aggregate supply costs benefits businesses and residents, both directly and indirectly as ratepayers and taxpayers.
In summary, referring this project won't hinder the efficient operation of the fast-track process. It strikes a balance between speed and thoroughness, aligns with the Bill's purpose, and addresses critical needs in the community.

Has the project been identified as a priority project in a:

Not Answered

Please explain your answer here:

Will the project deliver regionally or nationally significant infrastructure?

Regional significant infrastructure

Please explain your answer here:

The application site contains a valuable resource, which can be utilised for construction and development activities in the area. Enabling the provision of low-cost aggregate is important to economic wellbeing and the efficient use and development of resources. A sustained supply of aggregate is required to provide for new building, construction and roading projects and also to maintain and redevelop existing infrastructure.
The construction of an average New Zealand house requires between 180 and 240 tonnes of aggregate for foundations, tiling, plastering, brick or block cladding, gib board wall linings, driveways and other landscaping, drains and soak pits and sewerage and water schemes. A kilometre of water pipe services requires 8,100 tonnes of aggregate and a kilometre of single highway lane requires 39,000 tonnes of aggregate. Nationally, over half of the aggregate produced is used on roads and a further 21% is used in the construction of commercial and residential buildings. Local authorities account for 75% of the quantity of aggregate used each year in New Zealand. ln a competitive market, increases in the costs of quarrying, producing and transporting aggregate will result in increased prices for aggregate used for the construction and maintenance of infrastructure and other buildings. Higher prices for inputs reduce the overall competitiveness of a local economy reducing employment, incomes and economic growth.
Harewood Gravels already owns and operates a successful gravel quarry for project supply. However, this quarry is coming to the end of its life, with available aggregate at the site near exhaustion. Harewood Gravels has no ready alternative for project supply apart from this Conservators Road site. Demand for aggregate in the Greater Christchurch area remains high. The proposed quarry will enable more efficient use of quarrying infrastructure, plant and equipment and delay the need to source aggregate from quarries located further away from points of aggregate demand. The site is located close to the city, which reduces the cost of transporting the material and the associated reduction in emissions.
There are significant limitations to other sources of aggregate within proximity to Christchurch. Obtaining consents to extract gravel from rivers has become increasingly difficult. ECan is currently reviewing their framework for managing river-based gravel extraction across Waitaha Canterbury. Since the previous application the NPS-HPL has come into effect. The site is not considered highly productive land under the NPS. There are however large areas around Christchurch that are classified as highly productive land. The use of this site for quarrying is therefore beneficial in that it reduces the pressure for the use of highly productive land for quarrying. Notwithstanding this, whilst the site is not considered highly productive land, with successful rehabilitation of the site, the site would be able to be re-used for grazing once the quarry activity has finished and the site rehabilitated.

Will the project:

increase the supply of housing, address housing needs, contribute to a well-functioning urban environment

Please explain your answer here:

The application would provide a valuable resource that is essential for construction and development activities relating to increasing housing supply, addressing housing needs and contributing to a well-functioning urban environment. Enabling the provision of low-cost aggregate is important to economic wellbeing and the efficient use and development of resources.
The construction of an average New Zealand house requires between 180 and 240 tonnes of aggregate for foundations, tiling, plastering, brick or block cladding, gib board wall linings, driveways and other landscaping, drains and soak pits and sewerage and water schemes.

Will the project deliver significant economic benefits?

Yes

Please explain your answer here:

The project delivers significant economic benefits. As outlined above, the provision of low-cost aggregate is important to both people and community's economic wellbeing and the efficient use and development of resources. Putting downward pressure on aggregate supply costs benefits businesses and residents, both directly and indirectly as ratepayers and taxpayers, since aggregate is a significant cost component of roading and other infrastructure provision and maintenance.

Employment
As well as direct employment benefits associated with the quarry, there are also likely to be indirect employment opportunities within the shareholding companies and across the construction sector are difficult to quantify – especially given that the shareholding companies operate extensive activities across the South Island.

Will the project support primary industries, including aquaculture?

No

Please explain your answer here:

Will the project support development of natural resources, including minerals and petroleum?

Yes

Please explain your answer here:

Gravel is a natural resource that is essential for building and construction.

Will the project support climate change mitigation, including the reduction or removal of greenhouse gas emissions?

Yes

Please explain your answer here:

Not directly but will have indirect benefits including supporting projects that may be needed for climate change mitigation, and reducing emissions associated with the transport of aggregate from sources located further from their intended destination.

Will the project support adaptation, resilience, and recovery from natural hazards?

Yes

Please explain your answer here:

Not directly but will have indirect benefits including supporting projects that may be needed for adaptation, resilience, and recovery from natural hazards.

Will the project address significant environmental issues?

Yes

Please explain your answer here:

Providing an reliable source of aggregate from a land-based quarry will reduce the need to extract gravel from braided rivers.

Is the project consistent with local or regional planning documents, including spatial strategies?

Yes

Please explain your answer here:

The proposal is considered to be consistent with the provisions of the Christchurch District Plan (including objectives and policies). In particular, Chapter 17 – Rural. The proposal will maintain the rural character of the area.

Anything else?

Please write your answer here:

Does the project includes an activity which would make it ineligible?

No

If yes, please explain:

Section 8: Climate change and natural hazards

Will the project be affected by climate change and natural hazards?

No

If yes, please explain:

Section 9: Track record

Please add a summary of all compliance and/or enforcement actions taken against the applicant by any entity with enforcement powers under the Acts referred to in the Bill, and the outcome of those actions.

Please write your answer here:

Nil

Load your file here:
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Declaration

Do you acknowledge your submission will be published on environment.govt.nz if required

Yes

By typing your name in the field below you are electronically signing this application form and certifying the information given in this application is true and correct.

Please write your name here:
Jeremy Dixon

Important notes