

RICCARTON/WIGRAM COMMUNITY BOARD

AGENDA

TUESDAY 5 MAY 2009

AT 5.00PM

AT SOCKBURN SERVICE CENTRE

**IN THE BOARDROOM,
149 MAIN SOUTH ROAD, CHRISTCHURCH**

Community Board: Peter Laloli (Chairperson), Helen Broughton, Jimmy Chen, Beth Dunn, Judy Kirk, Mike Mora and Bob Shearing.

Community Board Adviser

Liz Beaven

Telephone: 941-6501

Email: liz.beaven@ccc.govt.nz

PART A - MATTERS REQUIRING A COUNCIL DECISION

PART B - REPORTS FOR INFORMATION

PART C - DELEGATED DECISIONS

INDEX

	PAGE NO	CLAUSE	
PART B	3	1.	APOLOGIES
PART C	3	2.	CONFIRMATION OF MEETING REPORT – 21 APRIL 2009
PART B	3	3.	DEPUTATIONS BY APPOINTMENT
PART B	3	4.	PETITIONS
PART B	3	5.	NOTICE OF MOTION
PART B	3	6.	CORRESPONDENCE
PART B	3	7.	BRIEFINGS - Terry Howes, Asset and Network Planning Manager
PART B	4	8.	WIGRAM AIRFIELD REPORT
PART C	66	9.	APPROVAL OF THE RICCARTON/WIGRAM COMMUNITY BOARD SUBMISSION TO THE DRAFT CHRISTCHURCH CITY COUNCIL DRAFT LONG TERM COUNCIL COMMUNITY PLAN (LTCCP) 2009-19
PART C	70	10.	RICCARTON/WIGRAM TRANSPORT AND ROADING COMMITTEE – REPORT OF TRANSPORT AND ROADING COMMITTEE – 17 APRIL 2009

We're on the Web!

www.ccc.govt.nz/Council/Agendas/

PART C	72	11.	RICCARTON/WIGRAM ENVIRONMENT COMMITTEE REPORT OF 20 APRIL 2009 MEETING
PART C	73	12.	RICCARTON/WIGRAM COMMUNITY SERVICES COMMITTEE REPORT OF 21 APRIL 2009 MEETING
PART B	75	13.	COMMUNITY BOARD ADVISERS' UPDATE
PART B	75	14.	ELECTED MEMBERS' INFORMATION EXCHANGE
PART B	75	15.	MEMBERS' QUESTIONS UNDER STANDING ORDERS

1. APOLOGIES

2. CONFIRMATION OF MINUTES – 21 APRIL 2009

The minutes of the Board's ordinary meeting of Tuesday 21 April 2009 are **circulated separately**.

STAFF RECOMMENDATION

That the minutes of the Board's ordinary meetings of 21 April 2009 be confirmed as a true and correct record.

3. DEPUTATIONS BY APPOINTMENT

4. PETITIONS

5. NOTICE OF MOTION

6. CORRESPONDENCE

7. BRIEFINGS

- Terry Howes, Asset and Network Planning Manager, will outline to the Board the Asset and Network Team responsibilities.

8. VARIATION AND PLAN CHANGE – WIGRAM AIRFIELD



General Manager responsible:	General Manager Strategy and Planning, DDI 941-8281
Officer responsible:	Team Leader City Plan
Author:	Andrew Long, Senior Planner, City Plan

PURPOSE OF REPORT

1. The purpose of this report is to inform the Community Board of the Variation and Plan Change, which seeks to delete or amend provisions specific to the former Wigram Airfield in the City Plan.

EXECUTIVE SUMMARY

2. The City Plan contains a number of provisions relating to the former Wigram Airfield. The Airfield (**Attachment 1**) is already closed and there is no discernible reason for retaining these provisions. It is proposed that these provisions are deleted or amended as appropriate. Amendments are required to numerous planning maps to remove noise contour and approach slope boundary lines.
3. The City Plan is operative in part and some proposed amendments are to parts not yet operative. Amendments to the operative plan are required to be by way of Plan Change and amendments to the Proposed Plan by Variation. The parts of the Plan to be amended by Plan Change and by Variation are described separately at **Attachment 2**. The Plan is proposed where variations 86 (Retail Distribution), and 93 (Isaac Conservation Zone and Clearwater Resort) are not yet operative.
4. The Variation and Plan Change (**Attachment 3**) relates generally to the Special Purpose (Wigram) Zone and the Wigram Airfield Designation (Volume 3 Part 12 2.7 Minister of Defence), but rules for adjoining zones also require amendment. The site is no longer used by New Zealand Defence Force (NZDF) other than for the Air Force World Museum. The southern part of the land, including the runways, has been sold by the NZDF.
5. The Variation and Plan Change is part of the re-development of the southern part of the Wigram site by Wigram Aerodrome Limited proposed in Plan Change 24 (not yet notified) which will facilitate the re-development of the site for business and residential use (refer to City Plan Volume 3 Part 8 Appendix 10, at Attachment 2). The new owner of the southern portion has requested Council make these changes in advance of Plan Change 24 to potentially allow development to occur sooner. Currently, the erection of buildings and other structures within the approach slopes and noise contour lines is a prohibited use. Removal of these provisions may result in resource consent applications for these areas, including the former airfield.
6. A designation over the former airfield in favour of the Minister of Defence remains in place, although the matter has been raised with the Ministry and the new owner of ex-Ministry land within the designation. The designation area is likely to be reduced to cover only the museum and surrounding New Zealand Defence Force (NZDF) land.

FINANCIAL IMPLICATIONS

7. Should the Council notify the variation and plan change, the Council will need to absorb all the costs, which may run to \$25,000 or more.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

8. Yes.

8 Cont'd.

LEGAL CONSIDERATIONS

Have you considered the legal implications of the issue under consideration?

9. There is a legal process set out in the RMA which must be followed. It includes public notification, submissions, reporting, hearings, decisions and possible appeals. It is a process which is familiar to Council and should create no particular risks or liabilities if followed correctly.
10. The City Plan is operative in part and some proposed amendments are to parts not yet operative. Amendments to the operative plan are by way of Plan Change and amendments to the Proposed Plan are by Variation.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

11. Yes.

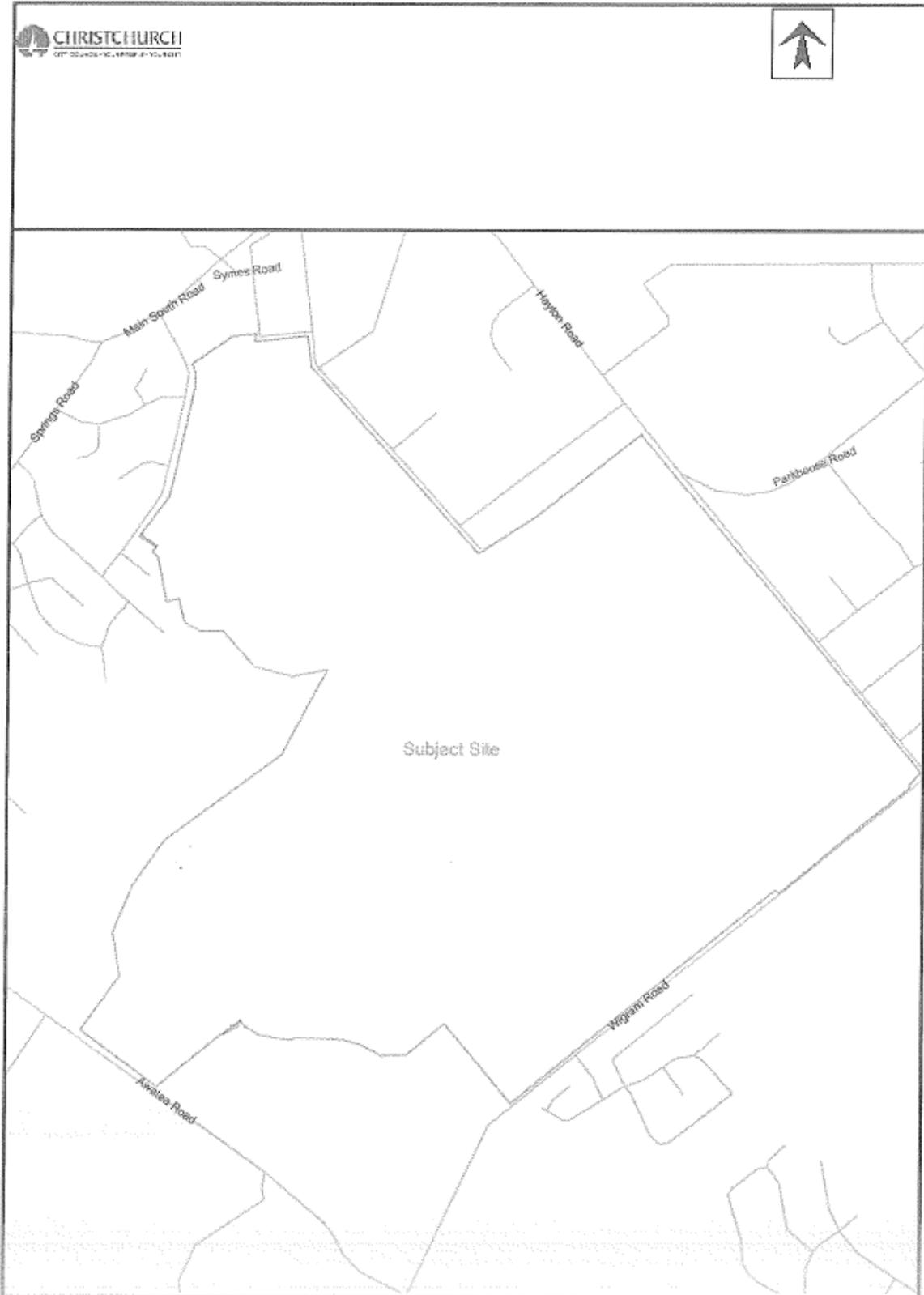
ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

12. Yes.

STAFF RECOMMENDATION

13. That the Board note the information presented in this report.



800 m 

1 : 13129.0917559345

The accuracy of this plan and the measurements shown are not guaranteed but should be verified by inspection.

Produced by
153.111.139.135 11:29
2/03/2009

© Copyright reserved 2002 reproduction prohibited. Aerial Photos: Copyright Terralink International Limited

 <p>CHRISTCHURCH CITY COUNCIL • YOUR PEOPLE • YOUR CITY</p>	<p>Resource Management Act 1991 Christchurch City Council Christchurch City Plan Variation and Plan Change Section 32 Assessment</p>	<p>96/46</p>
---	---	---------------------

WIGRAM AIRFIELD PROTECTION SURFACES PROVISIONS

ASSESSMENT

This report provides an evaluation of proposed Variation 96 and Plan Change 46 (“the change”) undertaken by the Council in terms of Section 32 of the Resource Management Act 1991.

The Plan Change

The purpose of the change is to delete or amend City Plan provisions which refer or relate to the former Wigram Airfield, including airfield protection surfaces. The change is part of a larger project to rezone the airfield for business and residential use (Plan Change 24). The proposed amendments would assist with the re-development of the site by removing provisions previously included to mitigate the adverse effects of the airfield use, and to protect the functionality of the airfield.

Introduction

The New Zealand Defence Force (NZDF) has operated from the airfield since 1917, largely for flight training purposes. The military use largely ceased in 1995, with aero club activities continuing until 1 March 2009. The Air Force Museum remains open. The NZDF disposed of the land other than that containing the museum, and the new landowner (Wigram Aerodrome Limited) has, in conjunction with Council, sought to change the City Plan to enable residential and business development of the site through Plan Change 24. Plan Change 24 has yet to be notified. Wigram Aerodrome Limited has requested that this change be promoted independently to potentially enable Wigram Aerodrome Limited to pursue limited development in the area known as ‘Area B’ (refer Appendix 1) for business use. Development in Area B is predicated on appropriate upgrade to the road network and stormwater infrastructure, and in effect has a business 4 zone underlying.

It is noted that the Designation held over the land by the Minister of Defence remains in place, and would continue over the museum area. The Ministry and Wigram Aerodrome Limited have informally indicated that the bulk of the designation can be removed after 1 March 2009.

Need for Plan Change

The City Plan currently includes a number of provisions which refer to the Wigram Airfield and generally impose restrictions intended to mitigate adverse effects such as arise from use of land for an airfield. The Airfield closed on 1 March 2009 and these restrictions are no longer necessary.

Consultation

It is not considered that the proposed deletions and amendments to the City Plan require consultation prior to public notification. The Riccarton/Wigram Community Board has been advised of the application.

Statutory Requirements of Section 32 of the Resource Management Act

Before adopting any objective, policy, rule or other method within a proposed Plan Change, Section 32(3) and (4) of the Resource Management Act requires the Council to prepare an evaluation of the Plan Change.

- (3) *The evaluation must examine:*
- (a) *the extent to which each objective is the most appropriate way to achieve the purpose of the Act; and*
 - (b) *whether, having regard to their efficiency and effectiveness, the policies, rules, or other methods are the most appropriate for achieving the objectives.*
- (4) *For the purpose of this examination, an evaluation must take into account:*
- (a) *the benefits and costs of policies, rules, or other methods; and*
 - (b) *the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the policies, rules, or other methods.*

This plan change does not alter the objectives of the Proposed City Plan. The evaluation examines the appropriateness of the method chosen in achieving the desired environmental outcomes as set out by the relevant objectives of the City Plan. The proposed amendments are assessed for their effectiveness in successfully achieving the Plan objectives. An evaluation of efficiency takes into account the benefits and costs of the proposed rules and other methods.

Section 74(2) of the Resource Management Act requires that the territorial authority shall have regard to any regional policy statement and any regional plan when considering a plan change proposal.

74 *Matters to be considered by territorial authority*

- (1) *A territorial authority shall prepare and change its district plan in accordance with its functions under section 31, the provisions of Part 2, a direction given under section 25A(2), its duty under section 32, and any regulations.*
- (2) *In addition to the requirements of section 75(3) and (4), when preparing or changing a district plan, a territorial authority shall have regard to—*
 - (a) *any—*
 - (i) *proposed regional policy statement; or*
 - (ii) *proposed regional plan of its region in regard to any matter of regional significance or for which the regional council has primary responsibility under Part 4; and*
 - (b) *any—*
 - (i) *management plans and strategies prepared under other Acts; and*
 - (ii) *Repealed.*
 - (iia) *relevant entry in the Historic Places Register; and*
 - (iii) *...*

to the extent that their content has a bearing on resource management issues of the district; and
 - (c) *the extent to which the district plan needs to be consistent with the plans or proposed plans of adjacent territorial authorities.*
- (2A) *A territorial authority, when preparing or changing a district plan, must—*
 - (a) *take into account any relevant planning document recognised by an iwi authority and lodged with the territorial authority, to the extent that its content has a bearing on resource management issues of the district; and*
 - (b) *...*
- (3) *In preparing or changing any district plan, a territorial authority must not have regard to trade competition.*

75 *Contents of district plans*

- (3) *A district plan must give effect to—*
 - (...)
 - (c) *any regional policy statement.*
- (4) *A district plan must not be inconsistent with—*
 - (...)
 - (b) *a regional plan for any matter specified in section 30(1).*

Provision Evaluation

The effectiveness, benefits, costs and efficiency of the proposed provisions are examined below. Based on this evaluation, the overall assessment of whether the provisions are the most appropriate means of achieving the relevant objectives of the City Plan is made.

Objectives

The relevant objectives of the City Plan are contained within Volume 2 of the Plan in Section 6 Urban Growth, Section 7 Transport, Section 12 Business, Section 13 Rural, and Section 14 Recreation and Open Space, and are included in Appendix 2. This plan change does not change these objectives, but does alter some policies.

The original Section 32 assessments, developed for the Proposed City Plan as it was publicly notified in 1995, relating to Business and Living zones, Natural Environment, Transport and Subdivision in general are still relevant. These assessments can be inspected at the City Plan Section, Civic Offices, 237 Tuam Street, Christchurch.

Evaluation of the effectiveness of the policies, rules, and other methods in achieving the objectives of the City Plan

The proposed change is considered effective in achieving the relevant City Plan objectives. The amendments and deletions remove restrictions on development in the zone and surrounding land as a pre-cursor to re-development and infill development, in line with the City Plan and other Council strategies, including the Urban Development Strategy and Proposed Change 1 to the Regional Policy Statement.

A full evaluation of the effectiveness of the proposed amendments has been undertaken and is contained in Appendix 3 to this report.

Plan Change Consistency with Sections 74 and 75 of the Resource Management Act

The Christchurch City Plan had regard to the Proposed Regional Policy Statement (RPS) when it was notified in 1995 and the amended Plan provisions above are considered consistent with the RPS and its Proposed Plan Change 1.

The change been assessed in terms of the Regional Land Transport Strategy (2008 – 2018). The change is considered to be generally in accordance with the objectives and policies contained in the Strategy, although Plan Change 24 has yet to confirm the actual use of the site.

Evaluation of Benefits and Costs and Efficiency of the Plan Change

The following table assesses benefits and costs of deleting or amending City Plan provision relating to the former Wigram Airfield.

Benefits / Advantages	Cost / Disadvantages
<ul style="list-style-type: none"> • Facilitates efficient use of the business and residential land resource. • Provides additional clarity within the City Plan. • Removes development restrictions within and adjoining the zone. • Provides an opportunity for infill development. • Provides an opportunity for minor corrections to the City Plan relating to the Special Purpose (Wigram) zone. • The City Plan at Volume 3 Part 8 Clauses 9.3 and 9.4 contain provisions which restrict and control development until Plan Change 24 becomes operative. These clauses were inserted by Variation 2. 	<ul style="list-style-type: none"> • Costs associated with the Plan Change process, particularly when this amendments could be made as part of Plan Change 24. • Staff time associated with the Plan Change is greater than if done as part of Plan Change 24. • The current change is an interim measure, until Plan Change 24 is made operative. There is no guarantee this will occur.

The assessment indicates that the proposed amendments and deletions are efficient in achieving the objectives of the Plan, but less efficient in terms of the on-going process of re-development the former Wigram Airfield. The proposed change is considered to be efficient.

The alternative course of action, then, is to make these amendments as part of Plan Change 24.

Conclusion

Based on the assessment above, the overall conclusion is that the proposed plan change better achieves the objectives and policies of the City Plan than the existing Plan provisions.

5. 5. 2009

- 12 -

APPENDIX 1

RELEVANT CITY PLAN OBJECTIVES

4.1 Objective : Form

The maintenance and enhancement of natural and physical features and characteristics contributing to the distinctive form of the City.

4.3 Objective : Heritage protection

The conservation and restoration of heritage items and values.

6.1 Objective : Urban consolidation

To accommodate urban growth with a primary emphasis on consolidation.

6.2 Objective : Business activity and urban growth

Patterns of land use that promote and reinforce a close proximity and good accessibility between living, business and other employment areas.

Transport objective

An efficient, safe and sustainable transport system in the City which provides for ease of accessibility for people and goods.

9.2 Objective : Metropolitan community facilities

The provision of community facilities which serve metropolitan needs for educational, cultural and specialised services.

11.4 Objective : Adverse environmental effects

A living environment that is pleasant and within which adverse environmental effects on amenity values are avoided remedied or mitigated, while still providing the opportunity for individual and community expression.

13.1 Objectives : The rural land and soil resource

- (a) That the rural land and soil resource be managed to:
- enable rural resources to continue to be used for a variety of rural activities while recognising their operational needs and the potential environmental effects of such activities;
 - provide scope for the appropriate establishment or extension of urban activities; and
 - retain the stability and character of rural soils, and the life supporting capacity of the soil resource, including the potential for primary production, and to safeguard natural values.
- (b) That the open space character and low density of built form which distinguish the rural area be maintained and enhanced.

13.4 Objective : Rural amenity values

That over the rural area as a whole, rural amenity values, including visual character, heritage values, cultural and recreational opportunities are maintained and whenever possible enhanced, and adverse effects of activities are recognised and controlled.

14.1 Objectives : Provision and diversity

- (a) Open spaces and recreational facilities that are equitably distributed and conveniently located throughout the City.
- (b) Diversity in the type and size of open spaces and recreational facilities to meet local, district, regional and nationwide needs.

14.3 Objective : Design and appearance

Open spaces and recreational facilities that are designed to be sympathetic to the scale and character of the surrounding environment, and to the particular characteristics of the area itself.

14.4 Objective : Adverse environmental effects

That the establishment or development of open space and recreational facilities is undertaken in a manner which enables adverse effects on amenity values to be avoided, mitigated or remedied.

5. 5. 2009

- 15 -

APPENDIX 2

PROPOSED CITY PLAN AMENDMENTS

For the purposes of this evaluation, any text proposed to be added by the change is shown as **bold underlined** and text to be deleted as ~~bold strikethrough~~.

1. Volume 1

Provision (abbreviated where indicated by (...))	Evaluation
<p>Volume 1 : Chapter 1 A Description of the City and its Natural and Physical Resources</p> <p>Transport</p> <p>Within its boundaries, Christchurch City has 1490 kilometres of roads. Approximately 2900 hectares of land within the City is occupied by formed roads, with a book value of some \$720 million.</p> <p>The state highway network represents a particularly significant physical resource as the principal roads within the City area, and as part of the national road network serving the region and other parts of the country.</p> <p>The Christchurch International Airport represents a considerable physical resource within the City, comprising some 560 hectares of land, with a further approximately 660 hectares held for airport purposes. The total indicative value of the airport as at June 1995 was \$225 million of which approximately \$150 million is owned by Christchurch International Airport Limited.</p> <p>Wigram airfield occupies nearly 250 hectares and includes educational and other special purpose buildings, roads and reticulated service systems, which in total had a 1992 government valuation of \$45 million.</p> <p>(...)</p>	<p>The change seeks to delete a description of the former Wigram Airfield. The description is no longer required and its deletion decreases opportunity for confusion.</p> <p>The deletion does not significantly increase or decrease the degree to which the objectives of the City Plan are achieved.</p>
<p>Volume 1 : Chapter 3 The Issues for Christchurch : 3.15 Transport</p> <p>3.15.9 Rail, air and sea</p> <p>International access to Christchurch for both passengers and freight is provided by Christchurch International Airport and the Port of Lyttelton, with regional and national access also being provided for by rail and road.</p> <p>Christchurch International Airport lies 10 kilometres to the north-west of the City centre and was used by over 3 million travellers in 1993, comprising 2.4 million domestic and 0.6 million international. The airport is also the base for the New Zealand and United States Antarctic Research Programmes and is used by other national programmes to service research bases in</p>	<p>The change seeks to delete a description of the former Wigram Airfield. The description is no longer required and its deletion decreases opportunity for confusion.</p> <p>The deletion does not significantly increase or decrease the degree to which the objectives of the City Plan are achieved.</p>

<p>the Ross Sea Region. Large land requirements, noise and traffic generation are significant impacts.</p> <p>A second airfield within the City is located at Wigram. This was formerly a RNZAF base and the birthplace of land based, commercial and military flying in New Zealand. It remains the location of the RNZAF Museum. Part of the former airfield is to be retained for civilian flying activities, including recreational flying, gliding, and flying training. Aviation related industries are also provided for in this area <u>although the airfield itself is closed.</u> There are noise contours set down with which the operation of <u>aviation related industries air services from this airfield,</u> will have to comply so that likely noise effects from aircraft operations on the surrounding area will be mitigated.</p> <p>(...)</p>	
<p>Volume 1 : Chapter 3 The Issues for Christchurch : 3.15 Transport</p> <p>3.15.10 Summary of transport issues</p> <p>a. the continuing growth of motor vehicle traffic over the next decade and provision for this growth to ensure that acceptable levels of safety, amenity and mobility are maintained. In the longer term the development of a more sustainable transport system will be required, having regard to safety and congestion, and its other related adverse effects on the environment.</p> <p>(...)</p> <p>l. — the future operation of flying activities at Wigram.</p> <p>m. the environmental impacts of the increasing traffic on roads and use of the <u>Christchurch International Airport airport</u> including noise and pollution.</p> <p>(...)</p>	<p>The change seeks to delete reference to the Wigram Airfield and clarify reference to the Christchurch International Airport.</p> <p>The amendment does not significantly increase or decrease the degree to which the objectives of the City Plan are achieved.</p>

Volume 2

Provision (abbreviated where indicated by (...))	Evaluation
<p>Volume 2 : Section 6 Urban Growth : 6.3 Objective Peripheral urban growth</p> <p>Environmental results anticipated</p> <p>The following environment results are expected from the objective and policies relating to peripheral urban expansion:</p> <ul style="list-style-type: none"> • Avoidance of costly extensions to or duplication of services and infrastructure and any attendant adverse environmental effects. <p>(...)</p> <ul style="list-style-type: none"> • Continued use of Wigram Special Purpose Zone for general aviation (excluding flying), education and recreation activities together with further housing and industrial development. • Avoidance of incompatible rural activities in close proximity to new areas of urban growth. <p>(...)</p>	<p>The change seeks to delete part of a reference to the former Wigram Airfield. The reference to aviation uses is no longer required.</p> <p>The deletion does not significantly increase or decrease the degree to which the objectives of the City Plan are achieved.</p>
<p>Volume 2 : Section 6 Urban Growth : 6.3 Objective Peripheral urban growth</p> <p>6.3.16 Policy : Long term development</p> <p>To investigate and assess future growth options for the city's long term urban development.</p> <p>Explanation and reasons</p> <p>(...)</p> <p>However, for the area immediately south-west of the former Wigram Airfield, investigations will be undertaken sooner to finalise the zoning over that area. A small area of "deferred zoning" between Wigram Road and the Southern Arterial designation has been provided as a temporary measure pending investigations into the future alignment of the Arterial.</p> <p>(...)</p>	<p>The change seeks to clarify the status of the Wigram Airfield as 'former'.</p> <p>The amendment does not significantly increase or decrease the degree to which the objectives of the City Plan are achieved.</p>
<p>Volume 2 : Section 6 Urban Growth : 6.3 Objective Peripheral urban growth</p> <p>6.3.17 - 6.3.18 Policy : Development of <u>the former</u> Wigram Airfield</p> <p>6.3.17 To promote the efficient use and development of the land and facilities at <u>the former</u> Wigram <u>Airfield</u> for aviation- <u>related</u> educational, residential and industrial activities <u>but excluding flying, together with occasional outdoor recreational events</u> while recognising the historical significance of the site as the birthplace of land based commercial</p>	<p>The change seeks to delete reference to the flying activity at the former Wigram Airfield whilst accommodating historic buildings, the museum and reminders of the previous military use. The change also allows for future development.</p> <p>The change better achieves the objectives of the Plan by promoting infill development and retention of the city's history.</p>

<p>and military flying in New Zealand.</p> <p>6.3.18 To protect the amenities of the areas surrounding and within the Wigram Special Purpose Zone from adverse environmental effects.</p> <p>Explanation and reasons</p> <p>The former Wigram Airfield occupies 247 ha of land, 7 km to the west of the City centre. It has served as a flying training school since from 1917, however its occupation by the RNZAF largely ceased in September 1995. That part of the land used by the RNZAF as the Air Force Museum is to remain under New Zealand Defence Force control once the formal defence purposes designation is uplifted.</p> <p>The Council, in discussion with the New Zealand Defence Force and Ngai Tahu (as the successive owners of the land) has determined to promote policies which will allow the significant runway and open space facilities, together with associated hangar and technical buildings, to continue to be used for aviation training other than flying and related industrial activity. Other parts of the site are clearly suited for residential development together with accommodation related activity and also industrial development. The future use and development of this area is to be co-ordinated by means of a special purposes zone for this area. (...)</p>	
<p>Volume 2 : Section 7 Transport : 7.7 Objective Transport safety</p> <p>7.7.5 - 7.7.6 Policies : Air and rail safety</p> <p>7.7.5 To provide protection of air corridors for aircraft using Christchurch International Airport and Wigram Airfield through height and use restrictions.</p> <p>7.7.6 To maintain and improve the safety of railway level crossings.</p> <p>Explanation and reasons</p> <p>Certain air spaces have been defined around the City for flight paths for planes approaching and leaving Christchurch International Airport and Wigram Airfield. Height restrictions and land use controls are required to ensure these flight paths remain clear from such obstructions as trees, aerals or concentrations of birds as may be associated with landfill sites, free range pig farming, or bodies of open water. Aircraft using the City's airports may be carrying large numbers of passengers or approach the airport over a populated area. It is therefore critical in terms of safety to provide for protection of the air</p>	<p>The change seeks to delete reference to the former Wigram Airfield.</p> <p>The deletion does not significantly increase or decrease the degree to which the objectives of the City Plan are achieved, although it decreases restriction on adjoining land uses in the Wigram area.</p>

<p>corridors used to approach and leave the airports. (...)</p>	
<p>Volume 2 : Section 7 Transport : 7.8 Objective Access to the City</p> <p>Implementation</p> <p>Objective 7.8 and associated policies will be implemented through a number of methods including the following:</p> <p>District Plan (...)</p> <ul style="list-style-type: none"> • Zone rules such as building insulation requirements for the Rural 5 Zone. • City rules regarding Transport, e.g. controls on high traffic generators on arterial roads. • The establishment of special controls to safeguard continuing aviation activity at Wigram Airfield and the establishment of noise insulation standards for dwellings and noise sensitive uses in that vicinity. <u>near the former Wigram Airfield, due to the potential for aviation related industry and activities to continue following closure of the airfield for flying.</u> <p>(...)</p>	<p>The change seeks to delete references to use of the former airfield for flying.</p> <p>The deletion does not significantly increase or decrease the degree to which the objectives of the City Plan are achieved.</p>
<p>Volume 2 : Section 7 Transport : 7.8 Objective Access to the City</p> <p>7.8.1 - 7.8.3 Policies : Airport services</p> <p>7.8.1 To provide for the effective and efficient operation and development of Christchurch International Airport.</p> <p>7.8.2 To avoid, remedy or mitigate nuisance to nearby residents through provisions to mitigate the adverse noise effects from the operations of the Christchurch International Airport and <u>the former</u> Wigram Airfield.</p> <p>7.8.3 To limit the noise generated by aircraft movements at Christchurch International Airport.</p> <p>Explanation and reasons</p> <p>(...)</p> <p>Wigram Airfield shall provide for general aviation, training and/or recreational activities utilising primarily single engine or light twin engine aircraft in contrast to Christchurch International Airport which is a full international airport operating 24 hours a day and providing services to the largest aircraft currently operating and which operate both day and night.</p> <p>While not concerned with aviation operations in</p>	<p>The change seeks to delete references to the former Wigram Airfield.</p> <p>The deletion does not significantly increase or decrease the degree to which the objectives of the City Plan are achieved.</p>

<p>the same sense or degree as the International Airport, aircraft operations from the former Wigram Airfield for general aviation related industry, training and/or recreational activities will also create noise effects which will impact upon surrounding areas and land use activities.</p> <p>Because of the relatively restricted range of aircraft types likely to be operating from Wigram Airfield (primarily single engine and light twin aircraft), together with a restriction in the hours of any such operations, noise projections have identified a limited area within which adverse noise impacts are likely to occur.</p> <p>Residential or other noise sensitive development will not be allowed to occur within the 65 dBA Ldn noise contour, and between the 55 and 65 dBA Ldn contours any new or replacement residential development and all additions to living or bedroom areas on properties will be required to be insulated against noise. Appendix 11 (to Volume 3, Part 8, General City Rules) contains standards to ensure noise sensitive activities are required to be insulated against noise. (...)</p>	
<p>Volume 2 : Section 12 Business : 12.10 Industrial areas objective Role of industrial areas</p> <p>12.10.1 Policy : Range of activities</p> <p>To provide for a wide range of business activities in industrial areas appropriate to the levels of effects provided for in these areas, and also having regard to any potential cumulative impacts on the continuing ability of:</p> <ul style="list-style-type: none"> • the central city and district centres to provide for the community's social and economic wellbeing while maintaining and enhancing their level of amenity; • the central city and nine consolidation focal points to serve as effective centres around which to concentrate increased population densities. <p>Explanation and reasons</p> <p>(...)</p> <p>At Wigram, specialised business areas have been identified within part of the overall special purpose zone which deals with the former RNZAF land in the vicinity. Future business activities in these areas are likely to be associated with flying training, aircraft maintenance, industrial activity and manufacture of aviation componentry. In some parts of the zone existing buildings will be utilised, while in others new</p>	<p>The change seeks to delete references to aviation use at the former Wigram Airfield.</p> <p>The deletion does not significantly increase or decrease the degree to which the objectives of the City Plan are achieved.</p>

<p>facilities may be constructed. Rules are imposed to ensure compatibility between these businesses and other activities in different parts of this zone which include further residential development and flying activities.</p>	
<p>Volume 2 : Section 13 Rural : 13.1 Objectives The rural land and soil resource</p> <p>13.1.1 Policy : Building development</p> <p>To provide for a pattern of subdivision and density of building development in the rural area which reflects the character of the locality and potential constraints.</p> <p>Explanation and reasons</p> <p>(...)</p> <p>Within the rural area (and in some cases covered by other sections of the Plan) are a number of activities and features which collectively occupy a significant area and which substantially impact on the surrounding rural area. These include:</p> <ul style="list-style-type: none"> • Detached urban developments in the rural area, (Belfast, Templeton, Kennedy's Bush, Westmorland and Halswell). <p>(...)</p> <ul style="list-style-type: none"> • The use of the former RNZAF land at Wigram for general aviation flying training, aviation related businesses and recreational activity. <p>(...)</p>	<p>The change seeks to delete references to aviation use at the former Wigram Airfield.</p> <p>The deletion does not significantly increase or decrease the degree to which the objectives of the City Plan are achieved.</p>
<p>Volume 2 : Section 13 Rural : 13.3 Objective Rural infrastructure</p> <p>13.3.2 Policy : Flying activities - Wigram</p> <p>To ensure development of dwellings or other noise sensitive uses takes into account the impacts of general aviation flying training, aviation industry and other recreational flying activity at Wigram, particularly noise effects.</p> <p>Explanation and reasons</p> <p>The special purpose Wigram zone includes the airfield, hangars and related workshop and accommodation buildings, many of which are to be utilised for on-going flying training and aviation related activity. These uses will have on-going effects upon the adjoining areas, arising both from potential noise and from height restrictions on structures in the vicinity of the main runway approaches.</p> <p>The major effects of noise from aircraft operations are likely to be experienced along the approaches from the south west and, to a lesser extent, to the north east of the main runway. The range of aircraft likely to be using the Wigram airfield are primarily light aircraft, and this therefore reduces the extent</p>	<p>The change seeks to delete this policy, as it relates to aviation use at the former airfield.</p> <p>Deletion of the policy reflects the present use of the site and does not affect the degree to which the objectives of the Plan are achieved.</p>

<p>of those areas where noise attenuation measures have to be undertaken. These provisions recognise the considerable financial investment in existing physical infrastructure at Wigram and also the potential to utilise these facilities to create new employment opportunities and increased economic activity in this area.</p>	
<p>Volume 2 : Section 14 Recreation and Open Space : 14.1 Objectives Provision and diversity</p> <p>14.1.6 Policy : Large scale private facilities</p> <p>To recognise and provide for the operation of large scale private open spaces and recreational facilities in the City.</p> <p>Explanation and reasons</p> <p>As well as publicly owned reserves and open spaces, the City contains many private facilities which meet recreational needs of the community as well as add to visual amenity, particularly in built-up areas. These facilities often incorporate areas of planting and provide opportunities for large trees to grow, adding to the pleasantness of the urban setting. Such facilities include both Addington and Riccarton Racecourses, a number of city parks such as Lancaster (Jade Stadium), Rugby, Christchurch and Wilding Parks, the 'Rosebank' winery and associated facilities, and some of the city's golf courses. The McLeans Island area, owned by the Canterbury Regional Council and the Isaac Conservation Park are other examples of such facilities, providing considerable visual amenity and an important conservation and recreation asset close to the urban area. The Orana Park wildlife area is a major attraction in this locality. These all represent significant recreation facilities and open spaces owned or operated by private organisations. At Wigram, the existing former airfield offers opportunities for general aviation recreational flying and the staging of major outdoor recreational events such as "Wings and Wheels" which could not easily take place anywhere else in such close proximity and central to the urban area of Christchurch. (Variation 93)</p> <p>(...)</p>	<p>The change seeks to delete reference to the former airfield as an area suited to hosting air-shows. The closure of the field and likely future residential development means that such use is not appropriate.</p> <p>The amendment will minimise the likelihood of adverse effects accruing to future residents and will therefore better achieve the objectives of the Plan.</p>
<p>Volume 2 : Section 14 Recreation and Open Space : 14.4 Objective Adverse environmental effects</p> <p>14.4.1 Policy : Adverse effects</p> <p>To ensure that activities associated with open space and recreational facilities do not have the effect of giving rise to adverse effects</p>	<p>The change seeks to delete references to aviation activity and insulation requirements no longer necessary following the closure of the airfield.</p> <p>Deletion of the references reflects the present use of the site and does not affect the degree to which the objectives of the Plan are achieved.</p>

<p>(noise, glare, visual detraction) without separation or mitigation measures.</p> <p>Explanation and reasons</p> <p>It is important that activities associated with open space and recreational facilities do not adversely effect the surrounding community. Many recreational areas and open spaces, have high levels of public use, particularly on weekends and some evenings, and increasingly small numbers of active sports involve night-time use necessitating outdoor lighting. The potential for impacting on surrounding activities may only be intermittent as some activities occur at regular times and during limited seasons, whereas others may operate on a more frequent and informal basis. The Plan provides measures for assessing and controlling effects of activities related to open space and recreational facilities, including controls on noise and separation from neighbours, recognising their particular function and the nature of the surrounding environment. At <u>the former Wigram Airfield, aviation related activity may continue following the closure of the airfield and</u> the particular effects of aircraft noise are reflected in rules requiring the management of aircraft operations and insulation for new noise sensitive developments in close proximity to the airfield along the axis of the main east-west runway.</p> <p>(...)</p>	
---	--

2. Volume 3

Provision (abbreviated where indicated by (...))	Evaluation
<p>Volume 3 : Part 2 Living Zones : 1.11 Living 5 (Travellers' Accommodation) Zone</p> <p>1.11 Living 5 (Travellers' Accommodation) Zone</p> <p>Zone description and purpose</p> <p>The Living 5 (Travellers' Accommodation) Zone covers eleven areas within residential areas. These areas are as follows:</p> <p>(...)</p> <p>(12) Wigram (comprising of two separate locations at Sioux Avenue and Henry Wigram Drive, and being land generally bounded by RNZAF Bequest Land, Awatea Road and the <u>former</u> Wigram aerodrome and runway).</p> <p>(...)</p>	<p>The change seeks to clarify the status of the Wigram Airfield as 'former'.</p> <p>The amendment does not significantly increase or decrease the degree to which the objectives of the City Plan are achieved.</p>
<p>Volume 3 : Part 2 Living Zones : 2.4 Critical standards - Living 1, H, RS, RV, TMB, 2 and Deferred Zones</p> <p>Reference to other critical standards</p>	<p>The change seeks to delete a cross-reference to Wigram Airfield Protection Surfaces, which are proposed to be deleted from the Plan.</p>

<p>Excavation and filling of land (refer Part 9, Clause 5)</p> <p>Airport protection surfaces (prohibited activity) (refer Part 9, Clause 6)</p> <p>Wigram Airfield Protection Surfaces (prohibited activity) (refer to Part 9, Wigram Airfield Protection Surfaces, Clause 8)</p> <p>(...)</p>	<p>Deletion of the cross-reference reflects the present use of the site and does not affect the degree to which the objectives of the Plan are achieved.</p>
<p>Volume 3 : Part 3 Business Zones</p> <p>1.1 General description and purpose</p> <p>(...)</p> <p>The Christchurch International Airport and the former Wigram Airfield are covered separately by Special Purpose Zones in the Plan, although they have strong elements of a business zone character but for aviation related emphasis (refer Part 8).</p>	<p>The change seeks to delete reference to the Wigram Airfield included in a note to this clause. The main body of the clause does not relate to the airfield and does not require amendment.</p>
<p>Volume 3 : Part 3 Business Zones : 5.3 Community standards - Business 3, 3B, 4, 4P, 4T, 5, 6 and 7 Zones</p> <p>5.3.5 Aircraft noise - Wigram</p> <p>In that part of the Business 5 zone adjoining the former Wigram Airfield, the provisions of Appendix 11 of Part 8, shall apply as a critical standard in relation to the effects of exposure to aircraft noise. The reason for this rule is contained in Part 4 Rural Zones (Clause 5.1.17).-</p>	<p>The change seeks to delete the clause. The clause relates to aircraft noise from Wigram Airfield and is no longer necessary.</p> <p>The deletion does not significantly increase or decrease the degree to which the objectives of the City Plan are achieved, although it decreases restriction on adjoining land uses in the Wigram area.</p>
<p>Volume 3 : Part 3 Business Zones : 7.5 Business 3, 3B, 4, 4P, 4T, 5, 6 and 7 Zones</p> <p>7.5.2 Street scene</p> <p>(...)</p> <p>Similarly, generous setbacks have been specified in the Business 4, 5 and 7 Zones where these are on the opposite side of a road from any living zone to protect residential amenities and provide greater scope for landscaping. However, where any industrial business site is separated from a living zone by a road with more than two lanes or classified as an arterial road, the minimum building setback is reduced to acknowledge the additional separation provided by the road and in recognition of the effects of high volumes of traffic. On Riccarton Road this setback has been further reduced in acknowledgement of the size of sites and the likely nature of commercial activities in this area in the future and their limited adverse visual effects. Otherwise the setback has been specified to allow sufficient scope for parking and landscaping. A larger setback has been specified for the Musgroves site, being that property legally described as Lot 6 DP 73928 (CT 42C/1207). The reason for this requirement</p>	<p>The change seeks to delete reference to the Wigram Airfield from the clause. The reference is not necessary and is not clearly written.</p> <p>The deletion does not significantly increase or decrease the degree to which the objectives of the City Plan are achieved.</p>

<p>is to provide greater scope for landscaping, maintain amenity values, and provide an adequate buffer between industrial activities and adjacent residential activity, including that which may potentially be established across Wigram Road on the former Wigram Airfield site, and Nash Road should it be extended along the Musgroves site's southern-western boundary. While Wigram Airfield is continuing to operate as an airfield, there is a reasonable prospect of the airfield being available for urban purposes within five to ten years. It is also expected that Nash Road will be extended through the area known as Aidanfield to connect to Wigram Road.</p> <p>(...)</p>	
<p>Volume 3 : Part 3 Business Zones : 7.5 Business 3, 3B, 4, 4P, 4T, 5, 6 and 7 Zones</p> <p>7.5.6 Landscaped areas</p> <p>(...)</p> <p>The extent and depth of landscaping required for the Musgroves site (being that land legally described as Lot 6 DP 73928 (CT 42C/1207) and shown in Part 3, Appendix 10), reflects the sensitivity of the surrounding environment being predominantly Living 1 zoning to the south and west, and Open Space zoning to the east. It is also expected that the former Wigram Aerodrome located to the north, will be redeveloped for residential purposes in the near future.</p> <p>(...)</p>	<p>The change seeks to clarify the status of the Wigram Airfield as 'former', and provide for further development, both residential and otherwise.</p> <p>The change is an important one as part of the former airfield may be developed for business use or similar. The change better achieves the objectives of the Plan.</p>
<p>Volume 3 : Part 4 Rural Zones</p> <p>1.3 Rural 2 (Templeton-Halswell) Zone</p> <p>Zone description and purpose</p> <p>The Rural 2 (Templeton/Halswell) Zone extends from an old river terrace north of the Old West Coast Road and the southern boundary of the Rural 5 (Airport Influences) Zone, south to the base of the Port Hills; and from the Selwyn District boundary in the west, to the southern and western edge of the urban area.</p> <p>(...)</p> <p>Flying activity at the former from Wigram Airfield will extend environmental effects (notably aircraft noise) into the Rural 2 zone in that vicinity. Rules relating to noise insulation and height controls are therefore included for the safety of aircraft operation and to protect noise sensitive activities in this area.</p> <p>(...)</p> <p>Environmental results anticipated</p> <p>(a) The management of versatile soil resources in the zone for activities which will support and encourage their present and future productive</p>	<p>The change seeks to delete references to aviation and building requirements no longer necessary following the closure of the airfield.</p> <p>Deletion of the references reflects the present use of the site and does not affect the degree to which the objectives of the Plan are achieved.</p>

<p>potential.</p> <p>(b) A relatively low density of rural dwellings consistent with maintaining the quality and/or the quantity of ground water resources, and appropriately located and permitted rural activities in this and adjoining zones.</p> <p>(c) Avoidance of building activity in areas subject to flooding.</p> <p>(d) Maintenance of the potential productivity of versatile soils.</p> <p>(e) Protection of the operational requirements of the Christchurch International Airport and of Wigram airfield (so long as flying activity continues) and mitigation of the likely noise environment through noise insulation in dwellings.</p> <p>(...)</p>	
<p>Volume 3 : Part 4 Rural Zones : 5.1 Rural 1-7 and Rural Hills Zone</p> <p>5.1.17 Aircraft noise exposure</p> <p>Rules have been established so as to mitigate the effects of aircraft noise on noise sensitive activities in the vicinity of the International Airport while recognising the need to operate an airport efficiently. These rules are based upon the New Zealand standards set down in "Airport Noise Management and Land Use Planning" NZS 6805 : 1992.</p> <p>(...)</p> <p>The rules applying to the mitigation of aircraft noise effects in the vicinity of <u>the former</u> Wigram Airfield are generally based upon the same framework as described above, except that the specific noise thresholds have been varied slightly in recognition of the numbers, frequency, hours of operation and types of aircraft likely to be operating in this area. <u>likely future use of the site.</u></p> <p>In the Wigram area, the "air noise boundary" is at 65 dBA Ldn.</p>	<p>The change seeks to delete part c of the clause, which relates to aircraft noise.</p> <p>The deletion does not significantly increase or decrease the degree to which the objectives of the City Plan are achieved, although it decreases restriction on adjoining land uses in the Wigram area.</p>
<p>Volume 3 : Part 8 Special Purpose Zones</p> <p>1.9 Special Purpose (Wigram) Zone</p> <p>Zone description and purpose</p> <p>The Special Purpose (Wigram) Zone includes land previously known as RNZAF Base Wigram. This land is located to the south and east of Harvard Avenue and covers an area of some 163ha, generally bounded by Hayton, Wigram, and Awatea Roads.</p> <p>Within this area, the existing RNZAF Museum is to remain. This activity, occupying an area of some 35 hectares on the north side of the zone, will remain the subject of a Ministry of Defence designation for that purpose after the remainder of the designation is</p>	<p>The change seeks to delete reference to the airfield within the description of the Special Purpose (Wigram) zone, and to delete reference to the size of the area.</p> <p>Although there are a number of deletions, they do not significantly increase or decrease the degree to which the objectives of the City Plan are achieved.</p>

<p>uplifted. This special purpose zone provides land use activity rules for that area compatible with the range of land use activities conducted there. The Zone contains heritage buildings and sites relating to its former use as New Zealand's pioneer aerodrome and air force base. These are identified and protected in the Plan (refer Part 10, Heritage and Amenities).</p> <p>Existing land use activities and buildings elsewhere within this zone may be summarised as comprising:</p> <ul style="list-style-type: none"> • housing and barrack style accommodation blocks; • open land areas, including the main former airfield with hard surfaced and grass runways and taxiway areas, playing fields and recreational amenities; • aircraft hangars, industrial, administrative and education buildings; • mess halls and communal catering and social buildings. <p>The purpose of the special zone is to encourage and enable the maximum utilisation of these existing facilities, including the opportunity for further development or re-development of land, consistent with such standards as may be required to avoid or mitigate any adverse effects on the surrounding environment. The zone therefore provides for a range of land use activities to be undertaken, the locations of which are to be controlled by reference to a development plan. Significantly, the zone provides for continued aircraft related activities, including flying training and general aviation.</p> <p>Military activity will continue to be undertaken from the site in terms of the Defence purposes designation applying to the area. Military activity will include flying operations by fixed wing aircraft and helicopters, together with supporting operational level maintenance activities. Upon the uplifting of the designation, military activity will be subject to the provisions of the Plan.</p> <p>Environmental results anticipated</p> <p>(a) The continued utilisation of the significant existing buildings and infrastructure within the zone for aviation related businesses including, but not restricted to general aviation, recreational flying and flying training.</p> <p>(b) The development or re-development of different parts of the zone for appropriate industrial, commercial or residential activities.</p> <p>(...)</p>	
<p>Volume 3 : Part 8 Special Purpose Zones</p> <p>1.11 Special Purpose (Awatea) Zone</p> <p>Zone description and purpose</p> <p>The Special Purpose (Awatea) Zone is located on the south western edge of the urban area and is generally</p>	<p>The change seeks to delete reference to operation of the airfield.</p> <p>The deletion does not significantly increase or decrease the degree to which the objectives of the City Plan are achieved.</p>

<p>bounded by Wigram Airfield (Special Purpose Wigram Zone), Awatea Road, Wigram Road, Halswell Junction Road and Wilmers Road. The Council, in consultation with the affected land owners within and adjoining the zone, will work towards the notification of a Variation to give effect to a final zoning pattern, development plan and rules for this area.</p> <p>(,,)</p> <p>Matters to be assessed in determining environmental outcomes for the zone:</p> <p>(a) The relocation of the Carrs Road Speedway (a noisy activity) on a basis satisfactory to the Club, the Council and local residents.</p> <p>(b) The potential impact of Wigram Airfield operations on part of the zone.</p> <p>(...)</p>	
<p>Volume 3 : Part 8 Special Purpose Zones : 9.3 Rules - Area A</p> <p>9.3.4 Development Standards - Area A</p> <p>(a) Vehicular access There shall be no direct vehicular access to this area from Vickerys, Hayton, Wigram, or Awatea Roads in connection with any recreation activity, other than that directly associated with aviation operations from this site, or for site maintenance or emergency vehicle access.</p> <p>(b) Parking provision Parking shall be provided in accordance with the standards and terms set out in Part 13 of this plan with the exception that any recreation activity, exhibition, fair or similar temporary use of any land in this area shall set aside sufficient land within the site to provide for off-street parking of all vehicles anticipated to be attracted to such activity, to be assessed at the rate of 1 car space per 3 visitors anticipated to be in attendance during any such events. No parking areas shall be located closer than 100 metres to any operational runway or closer than 40 metres to any taxiway area as indicated in Appendix 10 to these rules.</p> <p>(...)</p>	<p>The change seeks to delete reference to aviation use of the site, and to parking restrictions within the site.</p> <p>The deletions do not significantly increase or decrease the degree to which the objectives of the City Plan are achieved.</p>
<p>Volume 3 : Part 8 Special Purpose Zones : 9.3 Rules - Area A</p> <p>9.3.5 Community Standards – Area A</p> <p>(a) Land Use The use of any land in this area shall be restricted to the take-off, landing or manoeuvring of aircraft associated with training or recreation, or with maintenance activity; any recreation activity and any associated parking, maintenance or administrative activities in connection with such land uses.</p> <p>(b) Engine Noise The ground testing of aircraft engines shall be confined to the Aircraft Noise testing area indicated on</p>	<p>The change seeks to delete the entire clause as it relates to the discontinued aviation activity.</p> <p>The deletions do not significantly increase or decrease the degree to which the objectives of the City Plan are achieved.</p>

<p>Appendix 10, or shall be confined within suitably insulated buildings and shall in either case be conducted so as not to exceed the noise standards specified for Group 3 zones in Part 11, Rule 1.3.3 of this Plan.</p>	
<p>Volume 3 : Part 8 Special Purpose Zones : 9.3 Rules - Area A</p> <p>9.3.6 Critical Standards - Area A</p> <p>(a) Buildings and Structures Buildings and other structures within this area shall be limited to those provided for the safe conduct of any flying activities to and from this area, together with those which may be associated with any temporary recreational activities such as fairs or exhibitions held for no more than 5 consecutive days or a total of 30 days in any one calendar year, no more than three events be held in any one calendar month.</p> <p>(b) Building separation from aircraft No building shall be permitted within 100 metres of the edge of an operational runway, or within 20 metres of the edge of any taxiway indicated on Appendix 10 to these rules.</p> <p>(c) Retail Activities Retail activities shall be restricted to those associated with and ancillary to those land uses specified in Clause 9.3.5(a) above.</p> <p>(d) Night-Flying Restriction Other than in cases of emergency, the use of land in this area for the take-off or landing of all types of aircraft shall be confined to between 07.00am and 21.00pm on any day prohibited</p> <p>(e) Height limitation No building shall exceed the height restrictions specified for this zone in terms of the "Wigram airfield protection surfaces" set out in Part 9, Appendix 5 of this plan.</p> <p>(f) Noise Aircraft operations in general Noise from aircraft operations aviation related activity which may be generated at the site following closure of the airfield shall be so managed that the rolling 3 month average 24 hour night-weighted sound exposure does not exceed Ldn65 at or outside the air noise boundary shown on Planning Maps 44B and 45B. The measurement of aircraft sound exposure will be in accordance with NZS 6805:1992.</p>	<p>The change seeks to delete significant sections of this clause, as they relate to the discontinued flying activity. The clause allows other (recreational) uses some leeway in doing so. The re-development of the site may result in open space areas being provided which are large enough to accommodate these uses.</p> <p>The deletions do not significantly increase or decrease the degree to which the objectives of the City Plan are achieved.</p>
<p>Volume 3 : Part 8 Special Purpose Zones : 13.8 Special Purpose (Wigram) Zone</p> <p>13.8.3 Street scene and building setback (including separation from aircraft operation areas)</p> <p>(a) The scale and appearance of the building(s)</p>	<p>The change seeks to delete reference to the discontinued aviation activity, reducing restriction on adjoining buildings.</p> <p>The deletions do not significantly increase or decrease the degree to which the objectives of the City Plan are achieved.</p>

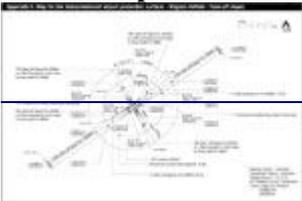
<p>proposed and their appearance when viewed from adjoining roads or zones.</p> <p>(b) The function or use to which the building is to be put and whether this dictates particular locational requirements.</p> <p>(c) Any increased impacts on adjoining land uses or zone in terms of noise intrusion as a result of any reduced setback proposed.</p> <p>(d) Where buildings are proposed closer to aircraft operational areas such as runways or taxiways, whether the location proposed would be likely to endanger the use of such areas or unduly restrict the size or types of aircraft which may be expected to utilise those areas.</p> <p>(...)</p>	
<p>Volume 3 : Part 8 Special Purpose Zones</p> <p>13.10 Special Purpose (Awatea) Zone</p> <p>(a) As for the Rural 2 zone, and;</p> <p>(b) Any potential adverse effects of proposed land use activities on groundwater or the quantity and quality of discharges to the Halswell or Heathcote Rivers;</p> <p>(c) The effects, if any, on the existing or designated roadings, or the operations of activity at the former Wigram Airfield.</p> <p>.</p> <p>(d) The implications of any proposed activities on the operation of existing activities including the Carrs Road Raceway, or the SPCA facility.</p>	<p>The change seeks to delete reference to the discontinued aviation activity.</p> <p>The deletions do not significantly increase or decrease the degree to which the objectives of the City Plan are achieved.</p>
<p>Volume 3 : Part 8 Special Purpose Zones : 14.8 Special Purpose (Wigram) Zone</p> <p>14.8.1 General - Development plan</p> <p>Wigram Air Base was developed and managed from 1923 until its disposal by the Ministry of Defence in 1996, as a comprehensive whole incorporating living and recreational areas, administrative, engineering and education buildings, and as an operational airfield for flying training. Significant public recreation activities and events have also utilised the airfield. The RNZAF Museum "Air Force World" is established and is to remain in this location, being formally designated for that purpose.</p> <p>The former base area thereof comprises a comprehensive network of services, roads and buildings all of which represent considerable physical resources. And it is intended that these should be utilised and further developed for activities similar to those which have occurred in the past.</p> <p>The outline development plan (Appendix 10) therefore identifies those areas which have different existing land use characteristics as well as indicating areas at present undeveloped which would be suitable for new development for housing and industrial purposes.</p>	<p>The change seeks to delete reference to aviation from the description of the Development plan. The deletions do not significantly increase or decrease the degree to which the objectives of the City Plan are achieved.</p>

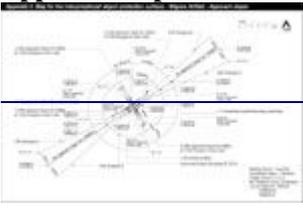
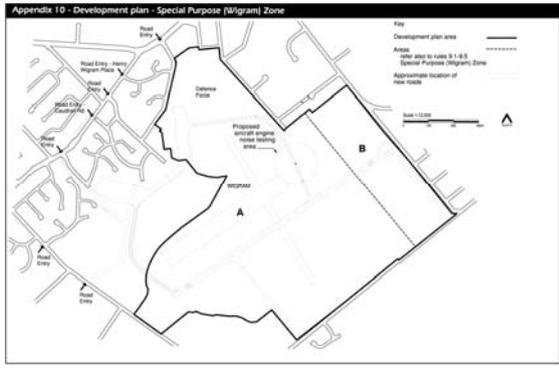
<p>The major intention of the proposed zone is to enable the continuation of a wide variety of aviation related activity including general aviation, flying training, educational, recreational uses and engineering services. The operational requirements of such activities are reflected by their spatial separation in the development plan. These activities are seen as being complementary to those at Christchurch International Airport. In this zone however, a lesser intensity of aviation activity is proposed so as to limit potential adverse effects, particularly from aircraft noise on adjoining living zones.</p> <p>The continued use of part of this zone for flying purposes will produce effects beyond the zone boundaries in terms of noise impacts and height restrictions. Rules have been imposed so as to ensure that these limitations should be no greater than was the case when the airfield was in use for military purposes.</p>	
<p>Volume 3 : Part 8 Special Purpose Zones : 14.8 Special Purpose (Wigram) Zone</p> <p>14.8.5 Land use limitations</p> <p>Safety and operational requirements dictate a need to separate (and to some extent limit) land uses in proximity to the movement of aircraft. Christchurch is well served in terms of both international and domestic passenger services by the Christchurch International Airport which has larger scale facilities capable of handling high volumes of aircraft movements and larger aircraft types. The facilities at Wigram have been developed over the years to focus specifically upon flying training and education. More recently, the presence of the RNZAF Museum has also created an interest in historic aircraft restoration and flying activity. In order to limit the effects of aircraft beyond the zone, restrictions are imposed with a view to limiting the development of more intensive commercial aviation movements to or from this site and to focus upon the type and scale of flying activity for which this area has been used in the past together with associated supporting industry and education facilities. Land on the north and western periphery of the zone which is at present undeveloped has been identified as more suited to residential type activity, as it closely adjoins existing residential areas.</p>	<p>The change seeks to delete this clause as it describes land use limitations necessitated by aviation use. The clause is no longer required. Its deletion does not significantly increase or decrease the degree to which the objectives of the City Plan are achieved.</p>
<p>Volume 3 : Part 9 General City Rules</p> <p>8.1 Statement</p> <p>An essential part of the operation of airfields, and in particular major facilities such as the Wigram Airfield, are rules which protect the airspace of aircraft leaving and approaching the runways. They also protect the operation of lighting, instruments and navigation facilities essential to the operation of aircraft in the vicinity of the Airfield. The controls are of necessity technical in nature and</p>	<p>The change seeks to delete this clause as it describes the operation of the former Wigram Airfields. The clause is no longer required. Its deletion does not significantly increase or decrease the degree to which the objectives of the City Plan are achieved.</p>

<p>require specific calculation in respect to the extent to which the height of structures or vegetation may be limited by the angle and height of the approach planes in the rules.</p> <p>Environmental results anticipated</p> <p>(a) — Maintenance of the operational safety of aircraft operations at Wigram Airfield.</p> <p>(b) — Maintenance of the effectiveness of lighting, instruments and other navigational aids in and around the Airfield, and consequent aircraft safety.</p>	
<p>Volume 3 : Part 9 General City Rules</p> <p>8.2 General Rule</p> <p>The Council shall consult with the Wigram Aerodrome Limited (WAL) in respect to the interpretation of these rules.</p>	<p>The change seeks to delete this clause as it is no longer required. Its deletion does not significantly increase or decrease the degree to which the objectives of the City Plan are achieved.</p>
<p>Volume 3 : Part 9 General City Rules : 8.3 Critical Standard</p> <p>8.3.1 Explanation of protection surface</p> <p>The environs of Wigram Airfield are protected by a series of protection surfaces.</p> <p>These surfaces are in accordance with the Civil Aviation Authority of New Zealand Advisory Circular 139.06A (AC139.06A). (Corrigendum 1 & 2).</p> <p>The protection surfaces of an aerodrome are defined surfaces in the airspace above and adjacent to the aerodrome. These protection surfaces are necessary to enable aircraft to maintain a satisfactory level of safety while manoeuvring at low altitude in the vicinity of the aerodrome. These surfaces shall be free of obstacles and subject to control such that the erection of buildings, masts, growing of trees or any other obstacles which infringe the surfaces are prohibited.</p>	<p>The change seeks to delete reference to protection surfaces as they are no longer required.</p> <p>This will reduce restrictions on the re-development of the site, and lead to infill development. The deletion will better achieve the objectives of the Plan.</p>
<p>Volume 3 : Part 9 General City Rules : 8.3 Critical Standard</p> <p>8.3.2 Conical surface</p> <p>(a) — Description</p> <p>A surface sloping upwards and outwards from the periphery of the inner horizontal surface (Appendix 5).</p> <p>(i) — The lower edge is coincident with the periphery of the inner horizontal surface and rises to an elevation of 150m above the aerodrome datum level. It rises upwards and outwards from the periphery of the inner horizontal surface at a gradient of 1:20.</p> <p>(ii) — The slope is measured in a vertical</p>	<p>The change seeks to delete reference to protection surfaces as they are no longer required.</p> <p>This will reduce restrictions on the re-development of the site, and lead to infill development. The deletion will better achieve the objectives of the Plan.</p>

<p>plane perpendicular to the periphery of the inner horizontal surface.</p>	
<p>Volume 3 : Part 9 General City Rules : 8.3 Critical Standard</p> <p>8.3.3 Inner horizontal surface</p> <p>(a) — Description A surface located in a horizontal plane above an aerodrome and its environs. (See Appendix 5).</p> <p>(b) — Characteristics</p> <p>(i) — The inner horizontal surface is contained in a horizontal plane having its outer limit at a locus of 4000m measured from the periphery of the runway strip.</p> <p>(ii) — The plane is located 45m above the aerodrome reference point (ARP) (R.L. 31.60 CCCD) being 76.6m.</p>	<p>The change seeks to delete reference to protection surfaces as they are no longer required.</p> <p>This will reduce restrictions on the re-development of the site, and lead to infill development. The deletion will better achieve the objectives of the Plan.</p>
<p>Volume 3 : Part 9 General City Rules : 8.3 Critical Standard</p> <p>8.3.4 Approach surfaces</p> <p>Each strip is provided with an inclined approach surface such that aeroplanes approaching to land have a clear, obstacle free path with a guaranteed clearance surface. This approach path is located within a defined area called the approach fan (see Appendix 5).</p> <p>(a) — Description The origin of the approach fan is an inclined plane originating at the end of the strip.</p> <p>(b) — Characteristics</p> <p>(i) — The fan is essentially a truncated triangle with the cut-off apex line called the inner edge.</p> <p>(ii) — The expanding sides of the approach fan diverge at a constant rate of 1:6.6 (15% 80 31' 51") related to the distance from the end of the strip, and extend to a distance of 15,000m from the origin for the main runway and 2,500m for the grass runways.</p> <p>(c) — Elevation</p> <p>(i) — The elevation of the inner edge of the approach fan is the same as the highest point on the extended centre line between the end of the runway and the end of the strip.</p> <p>(ii) — The slope of the approach surface is 1:50 (2% 10 8' 45") for the main runway and 1:30 (3.33% 10 54' 33") for the grass runways, and is measured in the vertical plane containing the centre line of the runway.</p>	<p>The change seeks to delete reference to protection surfaces as they are no longer required.</p> <p>This will reduce restrictions on the re-development of the site, and lead to infill development. The deletion will better achieve the objectives of the Plan.</p>

<p>Volume 3 : Part 9 General City Rules : 8.3 Critical Standard</p> <p>8.3.5 Transitional side surfaces</p> <p>(a) — Description A complex surface originating along the side of the strip and part of the side of the approach surface that slopes upwards and outwards to the inner horizontal surface (see Appendix 5).</p> <p>(b) — Characteristics From the sides of the strip and the approach surface, the transitional side surface slopes upwards and outwards at a gradient of 1:7 for the main runway and at a gradient of 1:5 for the grass runways, extending until they reach the inner horizontal surface. No obstacle should penetrate the transitional side surface. Where obstacles penetrate this surface, an aeronautical study should be conducted to determine if any such object is required to be removed, reduced in height, marked or lit.</p>	<p>The change seeks to delete reference to protection surfaces as they are no longer required.</p> <p>This will reduce restrictions on the re-development of the site, and lead to infill development. The deletion will better achieve the objectives of the Plan.</p>
<p>Volume 3 : Part 9 General City Rules : 8.3 Critical Standard</p> <p>8.3.6 Take-off climb surface</p> <p>(a) — Each runway strip is provided with a take-off climb surface such that aeroplanes taking off have a clear, obstacle-free path with a guaranteed clearance surface over which to climb. This climb path is located within a defined area called the take-off fan which originates from the end of the runway strip (see Appendix 5).</p> <p>(b) — Characteristics</p> <p>(i) — The fan is essentially a truncated triangle with the cut-off apex line called the inner edge. The width of this inner edge is 150m for the main runway and a minimum of 80m for the grass runways.</p> <p>(ii) — The expanding sides of the take-off fan diverge at a constant rate of 1:8 (12.5% 70 07' 30") for the main runway, and 1:10 (10% 50 4' 38") for the grass runways related to the distance from the origin. They expand to a maximum width of 1,200m for the main runway and 580m for the grass runways, and then the sides remain parallel for a distance of 15,000m for the main runway and 2,500m for the grass runways.</p> <p>(iii) — The elevation of the inner edge is equal to the highest ground level along the centre line between the</p>	<p>The change seeks to delete reference to protection surfaces as they are no longer required.</p> <p>This will reduce restrictions on the re-development of the site, and lead to infill development. The deletion will better achieve the objectives of the Plan.</p>

<p>runway end and the end of the strip. (iv) The slope of the take-off climb is 1:50 (2%) for the main runway and 1:25 (4%) for the grass runways, and is measured in the vertical plane containing the centre line of the runway.</p>	
<p>Volume 3 : Part 9 General City Rules</p> <p>8.4 Reasons for rules</p> <p>Unobstructed airspace is essential for the approach orbit and manoeuvring of aircraft in the vicinity of airfields. The comprehensive provisions in the City Plan are a modification of long-standing provisions in earlier district schemes, and are necessary for the operation of the Airfield. The rules are essential to maintaining the safety of aircraft operations, and because these can not be compromised, no provision is made to break the protection surfaces (hence prohibited activity status). The rules logically relate to diverging fans from the Airfield with increasing restriction over structures closer to the Airfield. This is supplemented by controls on height around the airfield. The impact of the rules extends over private land beyond the Airfield, although only very high structures would be affected at distant points within the protection surfaces. To be effective the controls must contain proposed buildings, or any other structures (including utilities not related to navigation). In addition, trees must not be allowed to grow through the protection surfaces.</p>	<p>The change seeks to delete reference to protection surfaces as they are no longer required.</p> <p>This will reduce restrictions on the re-development of the site, and lead to infill development. The deletion will better achieve the objectives of the Plan.</p>
<p>Volume 3 : Part 8 Special Purpose Zones : 9.2 Rules - All areas</p> <p>9.2.1 Development Standards</p> <p>(a) Vehicular access</p> <p>Access to area B shall be subject to Clauses 9.5.1 and 9.5.2, 9.4.1 and 9.4.2</p>	<p>The change seeks to correct cross-reference errors while the opportunity exists.</p>
<p>Volume 3 : Part 9 General City Rules : Appendix 5 – Map for interpretation of airport protection surfaces – Wigram Airfield</p> <p>Take-off slopes</p>  <p>Volume 3 : Part 9 General City Rules : Appendix 5 – Map for interpretation of airport protection surfaces – Wigram Airfield</p>	<p>The change seeks to delete reference to protection surfaces as they are no longer required.</p> <p>This will reduce restrictions on the re-development of the site, and lead to infill development. The deletion will better achieve the objectives of the Plan.</p>

<p>Approach slopes</p> 	
<p>Volume 3 Part 8 Special Purpose Zones : Appendix 10</p> <ul style="list-style-type: none"> (Amend reference in the below Development plan to rules 9.1 – 9.5 to read rules 9.1 – 9.4) 	<p>The change seeks to correct cross-reference errors while the opportunity exists. The Development plan refers to clauses since re-numbered.</p>
<p>Volume 3 : Part 11 Health and Safety : 1.2 General rules</p> <p>1.2.5 Aircraft Noise - Wigram</p> <p>Special rules relating to requirements for protection from the effects of aircraft noise in the vicinity of the former Wigram Airfield are included in the Business 5 zone (Part 3), the Rural 2 Zone (Part 4) and the Special Purpose (Wigram) zone (Part 8). The airfield is now closed to flying activities other than for emergency purposes.</p> <p>The former Wigram Airfield shall be managed so that the noise from aircraft operations aviation related activities does not exceed a Day/Night Level (Ldn) of 65dBA at or outside the Air Noise Boundary shown in the District Planning Maps. Aircraft noise shall be measured in accordance with NZS 6805: 1992 airport Noise Management and Land Use Planning and calculated as a 90 day rolling average.</p>	<p>The change seeks to delete the clause as the cessation of the aviation use means that specific aircraft noise emission provisions are not required for this zone.</p> <p>The deletions do not significantly increase or decrease the degree to which the objectives of the City Plan are achieved.</p>
<p>PLANNING MAPS</p> <p>The Plan Change seeks to delete <u>Approach Slope Boundaries for Wigram Airfield</u> and <u>Noise Contour Lines for Wigram Airfield</u> from the following planning maps:</p> <p><u>19B, 20B, 26B, 27B, 31B, 32B, 33B, 37B, 38B, 39B, 44B, 45B, 51B, and 52B.</u></p> <p>The Plan Change also seeks to delete two references to <u>Airfield</u> from the generic Planning Map key.</p>	<p>Deleting reference to protection surfaces and noise contours is appropriate as they are not required following the closure of the airfield.</p> <p>This will remove what would be unnecessary restrictions on the development of the site and surrounds. The deletion will better achieve the objectives of the Plan.</p>

5. 5. 2009

- 38 -

--	--

VOLUME 1

Volume 1 : Chapter 3 The Issues for Christchurch : 3.15 Transport

3.15.10 Summary of transport issues

- a. the continuing growth of motor vehicle traffic over the next decade and provision for this growth to ensure that acceptable levels of safety, amenity and mobility are maintained. In the longer term the development of a more sustainable transport system will be required, having regard to safety and congestion, and its other related adverse effects on the environment.
- b. appropriateness of the "rooms and corridors" approach to the management of the network of roads in the City that has been the preferred approach over the past 30 years.
- c. the completion of the roading network that has been progressively developed over the past 30 years in accordance with the "rooms and corridors" approach, including:
 - northern outlet
 - Fendalton Road
 - Avonside Drive
 - Travis Road - Bexley Road link
 - southern outlet
- d. the relationship between land use and activity trip generation and travel patterns.
- e. the encouragement of measures that increase traffic safety.
- f. the adequate provision for off-street parking, loading and access to and from the road for activities generating vehicle trips.
- g. the parking requirements of the central city and other areas need to strike a balance between the demands of all-day commuter parking, short term parking for shoppers and visitors, business and loading trips, and the avoidance of adverse effects of low occupancy motor vehicle use including support of public passenger transport services.
- h. the provisions that need to be made for the special needs of cyclists and pedestrians.
- i. the facilities needed to service public transport throughout the city.
- j. the facilities to serve rail and sea traffic and access to and from these facilities.
- k. the provisions that need to be made for the future operations of Christchurch International Airport, including intensification within, and outward growth of, the airport, and the impacts of traffic and noise on the roading network and residential areas.
- ~~l. the future operation of flying activities at Wigram.~~
- m. the environmental impacts of the increasing traffic on roads and use of the **Christchurch International Airport** ~~airport~~ including noise and pollution.
- n. the need to acknowledge the effects of roads on visual amenity values and to provide for the enhancement of road corridors through landscape treatments such as tree planting and local road improvements.
- o. potential effects upon the transport network of new commercial activities, centres and (out of zone) expansion of existing centres.
- p. the costs of upgrading the road network to safely and efficiently accommodate activities generating high levels of vehicle trips, where necessary and where it is appropriate.

VOLUME 2

Volume 2 : Section 12 Business : 12.10 Industrial areas objective : Role of industrial areas

12.10.1 Policy : Range of activities

To provide for a wide range of business activities in industrial areas appropriate to the levels of effects provided for in these areas, and also having regard to any potential cumulative impacts on the continuing ability of:

- **the central city and district centres to provide for the community's social and economic wellbeing while maintaining and enhancing their level of amenity;**

- **the central city and nine consolidation focal points to serve as effective centres around which to concentrate increased population densities.**

Explanation and reasons

The various industrial areas enable a range of business activities to establish and operate, with their associated effects being managed through the standards applicable to each zone. These zones particularly enable activities of an industrial nature to establish in a number of locations throughout the city. However, there is a measure of limitation placed upon commercial activities in industrial areas through the employment of controls upon office accommodation in the heavier industrial zones, and upon retailing.

While some activities other than industrial activities are permitted to locate within the industrial zones, there are limitations associated with this flexibility. These limitations serve, in part, to ensure that established and operating industrial activity is not placed under undue pressure to restrict its operations.

Both retail and office activities are restricted in the heavier industrial zones. These zones have been specifically located so they are not in close proximity to living areas, and have in many cases been purposefully segregated from living areas to avoid incompatibility with regards to adverse effects generated by industrial processes. The heavier industrial areas are generally land extensive and do not achieve the same level of environmental amenity and quality as other business areas. This may result in conflict between retail or office activities and industrial or similar activities generating the higher levels of effects that are provided for in those zones.

The scale of retail activity has been restricted in the industrial business zones to ensure that local and/or strategic adverse effects pursuant to retail development are subject to assessment; refer Objective 12.1 and its associated policies.

Residential activities are not seen as generally appropriate in industrial areas other than for custodial or similar reasons due to the nature of the predominant processing and manufacturing activities and their effects on the surrounding environment. In particular, a co-location of residential and industrial activities can, unless there are specific rules, give rise to reverse sensitivity effects, in which permitted industrial activities are placed under pressure to reduce their effects or relocate. Recreational activities, in contrast, are generally appropriate in these areas, particularly indoor sports and entertainment facilities where facilities required are large.

A key aspect in regard to mixing of a wide range of activities in industrial areas, is the recognition that those areas are intended to provide for activities that have levels of effects greater than is appropriate in other areas of the city. Introduction of activities of a differing nature, such as retailing, recreational or residential, must acknowledge that the level of effects and amenities within industrial areas will reflect the characteristics of those areas. Therefore, other activities should not reach such a scale and extent as to threaten the viability of industrial activity by pressuring for a limit to the level of effects inevitably and reasonably associated with industrial operations.

At Wigram, specialised business areas have been identified within part of the overall special purpose zone which deals with the former RNZAF land in the vicinity. Future business activities in these areas are likely to be associated with ~~flying training~~, aircraft maintenance, industrial activity and manufacture of aviation componentry. In some parts of the zone existing buildings will be utilised, while in others new facilities may be constructed. Rules are imposed to ensure compatibility between these businesses and other activities in different parts of this zone which include further residential development ~~and flying activities~~.

Volume 2 : Section 13 Rural : 13.1 Objectives The rural land and soil resource

13.1.1 Policy : Building development

To provide for a pattern of subdivision and density of building development in the rural area which reflects the character of the locality and potential constraints.

Explanation and reasons

There is a considerable variation in the land use characteristics of different parts of the rural area.

The areas north and west of the International Airport consist of a natural flood plain with poor soils and are generally sparsely populated, with a considerable area in the ownership of the Canterbury Regional Council. Building densities are very low and much of the landscape remains relatively treeless and open. North-west of the urban edge and south of Johns Road are areas of smallholdings on good soils, with a relatively high number of dwellings and intensive farming activities.

North of the urban area are the low lying marshland soils and peats which have long been characterised by smallholdings and have recognised limitations for building foundations. North-east of the urban area near to the coast is an extensive area of sandy soils and old dune formations, part of which is forested (Bottle Lake Plantation). West and south-west of the urban area are generally lighter soils with a mixture of small and larger holdings and institutional activities. This area overlays the City's ground water recharge area.

To the south of the urban area and up to the base of the Port Hills are heavier soils with a mixture of small and larger holdings. The density of rural settlement in the latter two areas is generally lower than that adjacent to the northern edge of the urban area.

The Port Hills comprise a large and very distinct (both visually and in land use terms) area which is a backdrop to the urban area. Generally a very low density of buildings and an open extensive pastoral farming environment prevails, with the notable exception of small sheltered valleys at the base of the hills.

Within the rural area (and in some cases covered by other sections of the Plan) are a number of activities and features which collectively occupy a significant area and which substantially impact on the surrounding rural area. These include:

- Detached urban developments in the rural area, (Belfast, Templeton, Kennedy's Bush, Westmorland and Halswell).
- Small rural villages or settlements, (e.g. Spencerville, Brooklands, Stewarts Gully, Marshlands, Ouruhia and Yaldhurst).
- Rural industrial areas (e.g. Chaney's and Johns Road).
- The City landfill area adjacent to the coast (north of Parklands), the Styx Mill Transfer Station, and an identified waste disposal area at Chaney's.
- The resort community at Clearwater.
- Christchurch International Airport.
- The McLeans Island recreation area, Isaac Conservation Park and other recreation areas adjacent to the Waimakariri, Styx and Otukaikino Rivers.
- The wide gravel bed of the Waimakariri River and its adjacent banks (shared with Waimakariri District).
- Quarry areas, (Miners Road, parts of the Isaac Conservation Park and Pound Road).
- Motor sport recreation areas (Ruapuna and Carrs Road).
- Templeton Golf Club area.
- "Institutional" activities (Paparua Prison and Templeton Hospital).
- Open space and recreation areas on the Port Hills.
- The use of the former RNZAF land at Wigram for **general aviation flying training**, aviation related businesses and recreational activity.

The variable character of the rural plains area is to a large extent a consequence of the nature of the natural resources (especially soils, drainage and availability of water) and the impact of physical infrastructure established over many years. The effects both on and of, activities in the rural area are also as a consequence, variable and this is reflected in rural policies, and associated rules and other methods.

A major influence on rural character (and whether land is perceived to be rural) is the density of buildings, particularly for residential use. Accordingly, the Plan contains policies and methods which recognise the special characteristics of particular parts of the rural area. The density and distribution of further dwellings in the rural area will be subject to a degree of control, reflecting a principle that they should be avoided where:

- the concentration of dwellings approaches that of urban character, (unless as part of urban growth or rural residential development);
- the density of rural dwellings, other buildings and impervious surfaces could lead to a loss of rural productive potential, particularly on more versatile soils;
- establishment of rural dwellings would conflict with existing rural based activities which may, given their nature, generate adverse effects;
- establishment of rural dwellings would conflict with existing infrastructure and facilities in rural areas and potentially inhibit their operation;
- dwellings or other buildings are subject to unacceptable risk from natural hazards;

- dwellings or other buildings could detract from the quality of river and coastal margins, natural features or habitats, or access to these; or
- the density of dwellings would be such that there is a potential to contaminate ground waters;

The cumulative effects of subdivision and of rural dwellings are of particular significance. These must be taken into account including the potential and present cumulative effects of increased rural subdivision and dwellings having regard to the matters listed above.

Volume 2 : Section 14 Recreation and Open Space : 14.1 Objectives Provision and diversity

14.1.6 Policy : Large scale private facilities

To recognise and provide for the operation of large scale private open spaces and recreational facilities in the City.

Explanation and reasons

As well as publicly owned reserves and open spaces, the City contains many private facilities which meet recreational needs of the community as well as add to visual amenity, particularly in built-up areas. These facilities often incorporate areas of planting and provide opportunities for large trees to grow, adding to the pleasantness of the urban setting. Such facilities include both Addington and Riccarton Racecourses, a number of city parks such as Lancaster (Jade Stadium), Rugby, Christchurch and Wilding Parks, the 'Rosebank' winery and associated facilities, and some of the city's golf courses. The McLeans Island area, owned by the Canterbury Regional Council and the Isaac Conservation Park are other examples of such facilities, providing considerable visual amenity and an important conservation and recreation asset close to the urban area. The Orana Park wildlife area is a major attraction in this locality. These all represent significant recreation facilities and open spaces owned or operated by private organisations. ~~At Wigram, the existing former airfield offers opportunities for general aviation recreational flying and the staging of major outdoor recreational events such as "Wings and Wheels" which could not easily take place anywhere else in such close proximity and central to the urban area of Christchurch.~~

In addition, two privately owned facilities are being developed in the City. The first, on land between Hillmorton and Wigram, accommodates an Agribusiness Centre and includes the relocated Canterbury Saleyards and A&P Showgrounds. The second is on land incorporated in the Clearwater development which includes a resort community comprising an international golf course visitor accommodation and facilities, and some residential units. These areas will incorporate large open spaces and offer significant recreational opportunities .

Unlike open spaces or facilities in public ownership, those in private ownership are perhaps more susceptible to changes including their establishing or closing. Private golf courses for example, may represent opportunities for residential subdivision and the rationalisation of some or parts of existing facilities is probable over time.

As these open spaces and facilities tend to serve wide catchments, the scale of their effects within the area in which they are sited will tend to be greater. These effects primarily relate to traffic generation and parking, noise, building scale and visual impact on neighbouring activities. The policy therefore is intended to ensure existing and anticipated large scale, private open spaces and recreational facilities are able to develop with a degree of planning certainty, whilst providing sufficient protection for adjoining activities, particularly residential amenity values where they adjoin living areas. This is achieved through specific recognition in the Plan, in association with rules to protect neighbouring areas from adverse effects.

VOLUME 3

Volume 3 : Part 3 Business Zones

1.1 General description and purpose

The business zones comprise the Central City Zone, and those zones in the city in which commercial or industrial activities are the dominant activities. As such, the range of activities in them are characterised, to a

Riccarton/Wigram Community Board Agenda 5 May 2009

greater or lesser extent, by high building densities with strong and highly varied visual impacts. Traffic generation, noise and industrial processes will result in levels of effects greater than those experienced by residents in living or rural environments, and for this reason the protection of amenities at the interface of living and business environments is an important factor in the City Plan. As well as providing protection to residential amenities, balancing recognition has to be given to the need for business activities to operate economically without undue constraint, and to maintain the dominance of these activities in the business zones.

The Council will seek to ensure that business activities are established or redeveloped in a manner which enhances the amenities of business zones, and which promotes the safety and welfare of people working in, visiting, or adjoining these zones.

There are strategic resource management issues associated with business zone activities, particularly retail activities. These relate to the integration of land use and transport and also to the potential individual and cumulative impacts that such activities may have on the continuing ability of the central city and district centres to provide for their amenity, to provide for the community's social and economic wellbeing, and to act as effective focal points around which to concentrate increased population densities.

The Central City Zone is the physical and economic focus of business, cultural, tourism and other activities in the city. However, it can readily be seen as part of the city's overall business environment, and indeed is the single most important focus of these activities, a position which the Council wishes it to retain. It provides for the greatest range, scale and intensity of business activities in a location well suited to such a role.

The business zones in the city are comprised of the following components.

- (a) The Central City Zone, comprising a large part of the area within the four avenues, and the city's greatest concentration of commercial and cultural infrastructure and investment.
- (b) The Business 1 (Local centre/District Centre Fringe) Zone, consisting of approximately one hundred small local commercial areas in the city, generally located within suburban living areas, and also forming part of a number of the district centres.
- (c) The Business 2 (District centre core) Zone, currently numbering 28 located throughout the city. Generally the distribution of these centres, and the range of services provided is good, providing benefits in terms of accessibility, convenience and energy use.
- (d) The Business 2P (Business parking) Zone is a specialist zone associated with district suburban centres, and as well as ensuring parking provision it provides a buffer for adjoining residential areas.
- (e) The Business RP (Retail Park) zone is a variant of traditional commercial centre zonings. It has been established to enable large format retail activities. The type of activity and its associated amenity and built form is more akin to the range of effects historically provided for in commercial zones, such as high levels of traffic, moderate levels of advertising and a strong public presence.
- (f) The Business 3 (Inner city industrial) Zone comprises the city's oldest industrial areas, located south and east of the Central City Zone and extending into Waltham and Sydenham. A small pocket is also located in Kilmore Street, adjacent to Fitzgerald Avenue. The Business 3B (Inner city industrial buffer) Zone is an associated light industrial transition zone with some commercial activity, located between the Business 3 zone and older inner city housing areas.
- (g) The Business 4 (Suburban industrial) Zone is a light industrial industrial with some commercial activity such as offices and some limited retailing, located within predominantly residential areas, or serving as a buffer zone between residential and the general industrial areas. The Business 4P (Suburban Industrial-Produce Park) Zone is a variant of the Business 4 Zone established in 1990 specifically for the processing of rural produce and associated activities on a 40ha area in Halswell Junction Road. The Business 4T (Suburban industrial - technology park) Zone is another Business 4 zone variant established under the Transitional Plan to encourage high technology uses. Both of the latter zones have some higher than normal amenity standards and landscape treatments.
- (h) The Business 5 (General industrial) Zone includes large areas of industrial land in Hornby, Middleton, Sockburn, Woolston and Bromley, and smaller areas at Belfast and Papanui, characterised by a range of both light and heavy industries.
- (i) The Business 6 (Rural industrial) Zone applies to two areas of land surrounded by rural zones, one at Chaney's bounded by the railway and the northern motorway, and the other adjacent to Johns Road north-east of Christchurch International Airport.

The **Christchurch** International Airport and **the former** Wigram Airfield are covered separately by Special Purpose Zones in the Plan, although they have strong elements of a business zone character but for aviation related emphasis (refer Part 8).

Volume 3 : Part 3 Business Zones : 7.5 Business 3, 3B, 4, 4P, 4T, 5, 6 and 7 Zones

7.5.2 Street scene

The street scene setback is an important determinant of the visual impact of buildings from the street, from other zones (especially living zones) across roads, the location of parking areas, and provision of landscaping.

Large setbacks have been specified in the Business 4T, 4P and 6 Zones, because these areas are located in or adjacent to environmentally sensitive areas, and in the case of the Business 4T and 4P Zones, have been established to provide an attractive environment.

Similarly, generous setbacks have been specified in the Business 4, 5 and 7 Zones where these are on the opposite side of a road from any living zone to protect residential amenities and provide greater scope for landscaping. However, where any industrial business site is separated from a living zone by a road with more than two lanes or classified as an arterial road, the minimum building setback is reduced to acknowledge the additional separation provided by the road and in recognition of the effects of high volumes of traffic. On Riccarton Road this setback has been further reduced in acknowledgement of the size of sites and the likely nature of commercial activities in this area in the future and their limited adverse visual effects. Otherwise the setback has been specified to allow sufficient scope for parking and landscaping. A larger setback has been specified for the Musgroves site, being that property legally described as Lot 6 DP 73928 (CT 42C/1207). The reason for this requirement is to provide greater scope for landscaping, maintain amenity values, and provide an adequate buffer between industrial activities and adjacent residential activity, including that which may potentially be established across Wigram Road on the **former** Wigram Airfield site, and Nash Road should it be extended along the Musgroves site's southern-western boundary. ~~While Wigram Airfield is continuing to operate as an airfield, there is a reasonable prospect of the airfield being available for urban purposes within five to ten years.~~ It is **also** expected that Nash Road will be extended through the area known as Aidanfield to connect to Wigram Road.

The Business 3 and 3B Zones have smaller setbacks in recognition of the strongly urban character of the inner city, the historic pattern of development, small sites and high building coverage. The provision of office accommodation along the front of a building can often reduce impacts on adjoining living zone environments by presenting a more visually attractive building frontage.

A reduced setback is provided for the setback of canopies for service stations in acknowledgment of the nature, function and purpose of such canopies to provide shelter for the public obtaining service stations services. Sufficient depth is retained for the purpose of enabling landscape planting to grow.

The setback for buildings on corner sites provides the developer of a site with some flexibility to adjust setbacks without the loss of development potential that results when a road boundary setback is required from two road frontages. A minimum setback is still required to ensure sufficient space for landscape planting is available to screen buildings and maintain amenity values. No reduced setback is provided for on the road boundary of corner sites facing living zones due to the need to protect the amenity values and outlook from residentially developed sites.

Volume 3 : Part 3 Business Zones : 7.5 Business 3, 3B, 4, 4P, 4T, 5, 6 and 7 Zones

7.5.6 Landscaped areas

The form of landscaping required in most cases is trees and shrubs. This type of landscaping is most likely to achieve the objectives of enhancing the city's environment and Garden City image, and significantly softening the impact of the built environment. Other features can be included provided they are ancillary to the tree and shrub planting. No definitive limit has been placed on the area of such other features, as the impact of a landscape feature is not necessarily proportional to the area of land occupied. However, in most cases the majority of the area required to be landscaped will need to be planted in trees and shrubs to achieve the desired effect.

The extent of landscaping required is a reflection of the location and environmental sensitivity of zones. The Business 4P Zone was originally established to promote a "clean green" rural produce image, and the

Riccarton/Wigram Community Board Agenda 5 May 2009

Business 4T Zone a range of high technology uses in a park like environment. Accordingly, both zones require a high proportion of site landscaping to maintain the higher levels of landscape treatment and amenity values that are anticipated. Part of the Business 4 Zone at Ferrymead has increased landscaping standards because of the extensive landscaping which exists as a result of the rules in the Transitional District Plan, and the benefit of maintaining this high visual amenity.

The Business 6 Zone has a landscaping requirement which reflects the high visibility and rural aspect of the zone. The Business 4, 5 and 7 Zones have landscaping requirements, which in addition to rules on location of landscaping, are of sufficient extent to protect residential and rural amenity (where relevant) and enhance the streetscape.

The Business 3B Zone requires the provision of a small landscaped area which reflects its role as a buffer to living zones, but no requirement is made in the Business 3 Zone (except for the area bounded by Moorhouse Ave, Carlyle St, Waltham Rd and Colombo Streets, other than the area zoned BRP). With the exception of this area, the Business 3 zones are intensively developed and too small to make any required landscaping area either practicable or effective on many sites. Instead, tree planting provision is required. Landscaping is required in part of the Business 3 Zone formerly occupied by the railway station reflecting the fact that the area is recently re-developed as an industrial "park-like" environment with larger sites and higher amenity standards.

In the above zones much land is already developed, and a key element of the rules is to achieve gradual improvement in visual amenity.

The location of the landscaping provisions are aimed at enhancing street and living zone interfaces to create a pleasant aspect.

In the Business 4P Zone, the basis of control is to enhance the rural-urban interface of the zone and to maintain higher visual amenity values.

The extent and depth of landscaping required for the Musgroves site (being that land legally described as Lot 6 DP 73928 (CT 42C/1207) and shown in Part 3, Appendix 10), reflects the sensitivity of the surrounding environment being predominantly Living 1 zoning to the south and west, and Open Space zoning to the east. It is also expected that the **former** Wigram Aerodrome located to the north, will be **redeveloped for residential purposes** in the near future.

The rules applying to tree planting are intended to provide a form of landscaping which is visually obvious and effective, particularly in terms of softening building scale, parking and storage areas. To provide certainty the rules specify spacing of trees, with scope for variations to avoid monotony.

Provision is also required for the protection of trees within defined areas or within strips to enhance their opportunity to flourish and to avoid damage. On living zone boundaries (other than roads) a vegetative screen or fence is required to ensure protection of residential properties from adverse visual impacts of adjoining business zones. On sites on the opposite side of a road from a living zone, an increased landscaping strip is also required to protect the residential properties from adverse visual impacts. However, where an industrial site is separated from a living zone by a road with more than two lanes or an arterial road, no increase is required in acknowledgment of the additional separation provided by the road and in recognition of the effects of high volumes of traffic.

Finally, the rules specify the trees capable of reaching a specified height, and species which will meet the landscaping requirements. This has been done both to ensure landscaping can be usually effective in the medium term (if not immediately) and to provide an element of certainty.

The rules recognise that the quality of landscaping cannot be achieved solely through regulatory means. However, the Council has design guidelines available which are designed to assist with landscaping, the success of which is at least partly reliant on the commitment of industrial property owners.

Within its boundaries, Christchurch City has 1490 kilometres of roads. Approximately 2900 hectares of land within the City is occupied by formed roads, with a book value of some \$720 million.

The state highway network represents a particularly significant physical resource as the principal roads within the City area, and as part of the national road network serving the region and other parts of the country.

The Christchurch International Airport represents a considerable physical resource within the City, comprising some 560 hectares of land, with a further approximately 660 hectares held for airport purposes. The total indicative value of the airport as at June 1995 was \$225 million of which approximately \$150 million is owned by Christchurch International Airport Limited.

~~**Wigram airfield occupies nearly 250 hectares and includes educational and other special purpose buildings, roads and reticulated service systems, which in total had a 1992 government valuation of \$45 million.**~~

The rail network within the City comprises some 80 kilometres of main line, and several hundred kilometres of sidings. Associated with this are a number of ancillary buildings and structures, including signalling, which combined with the network itself, have an estimated value in the order of \$30 million.

Volume 1 : Chapter 3 The Issues for Christchurch : 3.15 Transport

3.15.9 Rail, air and sea

International access to Christchurch for both passengers and freight is provided by Christchurch International Airport and the Port of Lyttelton, with regional and national access also being provided for by rail and road.

Christchurch International Airport lies 10 kilometres to the north-west of the City centre and was used by over 3 million travellers in 1993, comprising 2.4 million domestic and 0.6 million international. The airport is also the base for the New Zealand and United States Antarctic Research Programmes and is used by other national programmes to service research bases in the Ross Sea Region. Large land requirements, noise and traffic generation are significant impacts.

A second airfield within the City is located at Wigram. This was formerly a RNZAF base and the birthplace of land based, commercial and military flying in New Zealand. It remains the location of the RNZAF Museum. ~~**Part of the former airfield is to be retained for civilian flying activities, including recreational flying, gliding, and flying training.**~~ Aviation related industries are ~~also~~ provided for in this area, ~~although the airfield itself is closed.~~ There are noise contours set down with which the operation of aviation related industries air services from this airfield, will have to comply so that likely noise effects ~~from aircraft operations~~ on the surrounding area will be mitigated.

Lyttelton Harbour is 12 kilometres from the centre of Christchurch within the area of the Banks Peninsula District Council. It is linked to the City and the rest of the South Island by both road and rail. The Port provides international shipping services to more than 30 countries and has well established coastal links with other New Zealand ports. Lyttelton Port provides a vital link for manufacturers, importers, and exporters, and efficient port operations are essential to the economic wellbeing of the City and Canterbury region. The cargoes being moved through the Port include coal, meat, timber, fruit and vegetables, fish, petroleum products, manufactured goods, motor vehicles and metals. In the year ended to June 1995 a total of 4.8 million tonnes of cargo was handled which was a 20% increase on the previous year. During the year ended June 1995 a total of 1484 visits were made by vessels to the Port, an increase of 14% over the previous year. It is also a port of call for some passenger liners, limited now to occasional cruise voyages.

New Zealand Rail, as part of a major restructuring process, has rationalised its Christchurch operations. In particular this involved the relocation of marshalling facilities from Waltham and Christchurch to Middleton and providing a direct link between the north and south lines at Addington. As a consequence, the passenger station has moved from Moorhouse Avenue to a new location in Addington.

The rail network is important as a major inter-regional transport link, in terms of transporting particularly freight, but also passengers. The continued operation of the rail network has benefits in respect of energy use and in minimising adverse environmental impacts of transport generally.

It is essential for industry, commerce and tourism in Christchurch that a high level of access is maintained between the rail, road, airport and port facilities and the City to provide access for passengers, freight, employees and visitors. It is also important to protect these transport facilities from outside uses, and vice versa, by provision of adequate land in appropriate areas and protection of transport corridors.

VOLUME 2

Volume 2 : Section 6 Urban Growth : 6.3 Objective Peripheral urban growth

Environmental results anticipated

The following environment results are expected from the objective and policies relating to peripheral urban expansion:

- Avoidance of costly extensions to or duplication of services and infrastructure and any attendant adverse environmental effects.
- Improved utilisation of existing urban facilities including shops, schools, medical facilities and the like.
- Retention of the greater majority of the City's stock of versatile soils.
- Maintenance or enhancement of landscape and ecological features, and the margins of waterways and the coast.
- Avoidance of development in locations at high risk of loss or damage from natural and other hazards.
- Continued unrestricted operation and growth of operations at Christchurch International Airport and protection of future residents from noise impacts.
- Continued use of Wigram Special Purpose Zone for aviation-related , education and recreation activities (**excluding flying**) together with further housing and industrial development.
- Avoidance of incompatible rural activities in close proximity to new areas of urban growth.
- A pattern of distributed urban development with a choice of living environments.
- Some lower density housing in areas of peripheral urban expansion reflecting locational characteristics and servicing limitations.
- Improvement of the quality of the urban-rural interface and increased use of existing physical features and of trees to enhance the quality of development.
- Public acquisition and protection of areas of natural and landscape quality.
- Recognition of Maori values in managing the growth of the City.

Volume 2 : Section 6 Urban Growth : 6.3 Objective Peripheral urban growth

6.3.16 Policy : Long term development

To investigate and assess future growth options for the city's long term urban development. Explanation and reasons

The City Plan has zoned a number of areas for urban growth on the periphery of the city, including major growth at Halswell- Wigram Masham-Yaldhurst and Belfast-Styx. This policy also recognises the contribution to growth by redevelopment within the city, and development in adjoining districts.

The Council will pursue the investigation of the effects of urban growth options in conjunction with adjoining district councils and the Regional Council. This process acknowledges that it is the effects of urban growth, rather than a predetermination of housing choice by the Council, that is the focus of these investigations. For the purposes of this policy, "long term" shall be defined as that period beyond the statutory life of the City Plan upon its becoming operative (i.e. 10 years thereafter). However, for the area immediately south-west of **the former** Wigram Airfield, investigations will be undertaken sooner to finalise the zoning over that area. A small area of "deferred zoning" between Wigram Road and the Southern Arterial designation has been provided as a temporary measure pending investigations into the future alignment of the Arterial.

The Act also provides for privately initiated plan changes, and these will be assessed under the Act and those Regional and City Plan policies relevant to urban growth which apply at that time. Accordingly, the Plan will provide a framework for standards which can be applied to determine whether such proposals accord with the sustainable management of natural and physical resources.

Volume 2 : Section 6 Urban Growth : 6.3 Objective Peripheral urban growth

6.3.17 - 6.3.18 Policy : Development of the former Wigram Airfield

6.3.17 To promote the efficient use and development of the land and facilities at the former Wigram Airfield for aviation-related educational, residential and industrial activities, but excluding flying, together with occasional outdoor recreational events while recognising the historical significance of the site as the birthplace of land based commercial and military flying in New Zealand.

6.3.18 To protect the amenities of the areas surrounding and within the Wigram Special Purpose Zone from adverse environmental effects.

Explanation and reasons

~~The former Wigram Airfield occupies 247 ha of land, 7 km to the west of the City centre. It has~~ served as a flying training school ~~since from~~ 1917, however its occupation by the RNZAF largely ceased in September 1995. That part of the land used by the RNZAF as the Air Force Museum is to remain under New Zealand Defence Force control once the formal defence purposes designation is uplifted.

The Council, in discussion with the New Zealand Defence Force and Ngai Tahu (as the successive owners of the land) has determined to promote policies which will allow the significant runway and open space facilities, together with associated hangar and technical buildings, to continue to be used for aviation **training other than flying** and related industrial activity. Other parts of the site are clearly suited for residential development together with accommodation related activity and also industrial development. The future use and development of this area is to be co-ordinated by means of a special purposes zone for this area.

Heritage buildings, important reminders of the significance of Wigram as an aerodrome, are located in various parts of the zone and afforded recognition and protection in this Plan.

In order to mitigate aircraft noise effects on dwellings and other noise sensitive uses in adjoining rural areas, controls are imposed in the form of an air noise boundary of 65 dBA Ldn, and a 55 dBA Ldn noise contour. Noise from all aircraft operations on, to or from this site will be required to be managed so as not to exceed that level at or beyond that boundary. Residential development, including low density living zones will be discouraged from locating within the 50 dBA Ldn noise contour.

Volume 2 : Section 7 Transport : 7.7 Objective Transport safety

7.7.5 - 7.7.6 Policies : Air and rail safety

7.7.5 To provide protection of air corridors for aircraft using Christchurch International Airport and ~~Wigram Airfield~~ through height and use restrictions.

7.7.6 To maintain and improve the safety of railway level crossings.

Explanation and reasons

Certain air spaces have been defined around the City for flight paths for planes approaching and leaving Christchurch International Airport ~~and Wigram Airfield~~. Height restrictions and land use controls are required to ensure these flight paths remain clear from such obstructions as trees, aerials or concentrations of birds as may be associated with landfill sites, free range pig farming, or bodies of open water. Aircraft using the City's airports may be carrying large numbers of passengers or approach the airport over a populated area. It is therefore critical in terms of safety to provide for protection of the air corridors used to approach and leave the airports.

The railways play a significant role in the movement of goods, particularly bulk goods, between the City and other areas of the country. It is important that unnecessary delays are not imposed on the rail system compromising its efficiency. The safety of pedestrians, cyclists and motorists using level crossings needs to be continually maintained and enhanced in consultation with the rail operator(s) through the appropriate use of controls, such as warning lights and barriers.

Volume 2 : Section 7 Transport : 7.8 Objective Access to the City

Implementation

Objective 7.8 and associated policies will be implemented through a number of methods including the following:

District Plan

- The identification of Special Purpose Zones relating to elements of the transport system, e.g. as applying to the City's roads, rail corridors, and Christchurch International Airport.
- The identification of a Rural 5 (Airport Influences) Zone. Controls on the density of dwellings in Rural Zones, the extent of expansion of urban uses into the rural area and noise insulation standards for dwellings and noise sensitive uses in proximity of the airport.
- Zone rules such as building insulation requirements for the Rural 5 Zone.
- City rules regarding Transport, e.g. controls on high traffic generators on arterial roads.
- ~~The establishment of special controls to safeguard continuing aviation activity at Wigram Airfield and the~~ **establishment of noise insulation standards for dwellings and noise sensitive uses in that vicinity. near the former Wigram Airfield, due to the potential for aviation related industry and activities to continue following closure of the airfield for flying.**

Other methods

- Requirement for development contributions for, and provision of works and services , e.g. through the district road programme to maintain and improve directional signage, to provide new links and upgrade existing roads.
- Co-ordination and liaison with transport operators, e.g. Christchurch International Airport Limited, Lyttelton Port Company Limited, and Road Transport Association, including liaison with the Council's own Companies.

Volume 2 : Section 7 Transport : 7.8 Objective Access to the City

7.8.1 - 7.8.3 Policies : Airport services

7.8.1 To provide for the effective and efficient operation and development of Christchurch International Airport.

7.8.2 To avoid, remedy or mitigate nuisance to nearby residents through provisions to mitigate the adverse noise effects from the operations of the Christchurch International Airport and the former Wigram Airfield.

7.8.3 To limit the noise generated by aircraft movements at Christchurch International Airport.

Explanation and reasons

It is essential to protect the operation of transport facilities from other land uses to allow them to function effectively and safely. It is also necessary to protect outside uses from the noise and related activity associated with transport facilities. The two principal ways of minimising impacts of the landuses on each other is by separating the transport facility from other activities through a buffer of land, or by requiring the various land uses to meet stringent conditions to minimise impacts. In addition, the amount of aircraft noise that can be generated by aircraft movements associated with the airport will also be limited.

Controls have been in place for many years to limit the extension of residential development towards the International Airport because of the potential conflict between airport activities and residential activity. There is unavoidable nuisance associated with the International Airport, particularly noise, and the nature of its operation does not fit well with noise sensitive activities, such as residential occupation.

Controls are necessary to safeguard the continued operation and development of facilities at the International Airport as they are essential to the development and economic well being of the City. Similarly, surrounding landuses also need protection from the adverse effects of these facilities which, are required to operate on a continual basis. The potential effects of airport operations are influenced by the density of surrounding development, particularly residential development and the degree to which buildings are

insulated against the impacts of noise. Rules will be primarily aimed at new residential activity and other noise sensitive uses, but will also apply to the extension of existing residences and buildings.

In the future, while aircraft are likely to become less noisy, more aircraft movements are expected to occur. It is anticipated that these factors may cancel each other out in terms of noise impacts on surrounding activities, resulting in a long term continuance of current noise levels.

If further residential development takes place in the vicinity of the International Airport, it is likely this could lead to requests to restrict and curfew airport operations. This could in turn have adverse effects on the economy of the City and beyond. Residential development closer to this airport potentially subjects residents to adverse noise impacts and a buffer surrounding this airport is considered the most effective means of protecting its operation.

In the urban area, an area of land in the north-west of the City is affected by noise contours projected from cross runway 11/29. Within the existing urban area affected by the 55 dBA Ldn noise contour, new buildings will be required to be subject to some insulation as a measure for mitigating the effects of aircraft noise.

In addition to limiting the density of residential and other noise sensitive activities, requirements for the insulation of buildings have been developed for activities in the vicinity of the Christchurch International Airport. These requirements relate to the position of the building in relation to projected noise contours which take into account the noise produced by aircraft and aircraft operations over a 24 hour period. Within the 55 dBA Ldn noise contour and shown on the planning maps, insulation measures are required for buildings, depending on the sensitivity of the internal building space for specified uses. These measures apply between the 55 dBA Ldn line and the 65 dBA Ldn/95 SEL dBA line, the latter composite line being defined as the "air noise boundary" and will entail higher levels of noise insulation as the levels of noise exposure increase toward the air noise boundary.

Within the Air Noise Boundary, where noise levels are expected to be most intrusive, and potentially damaging to health, no new residential buildings or other noise sensitive activities are permitted. A limited exemption applies to a small number of existing larger vacant allotments within the air noise boundary which were existing as at 24 June 1995 subject to compliance with insulation requirements.

The rules are more flexible for alterations to existing buildings within the air noise boundary, where the "affected building" already exists or for some vacant lots existing at 24 June 1995.

At the 65 dBA Ldn noise contour, Christchurch International Airport will be required to limited aircraft noise to 65 dBA Ldn. The limit equates with the utilisation of the existing runways at full capacity.

~~Wigram Airfield shall provide for general aviation, training and/or recreational activities utilising primarily single engine or light twin engine aircraft in contrast to Christchurch International Airport which is a full international airport operating 24 hours a day and providing services to the largest aircraft currently operating and which operate both day and night.~~

While not concerned with aviation operations in the same sense or degree as the International Airport, aircraft operations from the former Wigram Airfield for general aviation related industry, training and/or recreational activities will also create noise effects which will impact upon surrounding areas and land use activities.

~~Because of the relatively restricted range of aircraft types likely to be operating from Wigram Airfield (primarily single engine and light twin aircraft), together with a restriction in the hours of any such operations, noise projections have identified a limited area within which adverse noise impacts are likely to occur.~~

Residential or other noise sensitive development will not be allowed to occur within the 65 dBA Ldn noise contour, and between the 55 and 65 dBA Ldn contours any new or replacement residential development and all additions to living or bedroom areas on properties will be required to be insulated against noise. Appendix 11 (to Volume 3, Part 8, General City Rules) contains standards to ensure noise sensitive activities are required to be insulated against noise.

In this explanation, "noise sensitive activities" means:

- Residential activities other than those in conjunction with rural activities and which comply with the rules in the Plan;

- Education activities including pre-school places or premises, but not including flight training, trade training or other industry related training facilities within the Special Purpose (Airport) Zone;
- Travellers accommodation except that which is designed, constructed and operated to a standard to mitigate the effects of aircraft noise on occupants;
- Hospitals, healthcare facilities and any elderly persons housing or complex.

**Volume 2 : Section 13 Rural : 13.3 Objective Rural infrastructure
13.3.2 Policy : Flying activities - Wigram**

To ensure development of dwellings or other noise sensitive uses takes into account the impacts of general ~~aviation flying training~~, aviation industry ~~and other recreational flying~~ activity at Wigram, particularly noise effects.

Explanation and reasons

The special purpose Wigram zone includes the airfield, hangars and related workshop and accommodation buildings, many of which are to be utilised for ~~on-going flying training and~~ aviation related activity. These uses will have on-going effects upon the adjoining areas, ~~arising both from potential noise and from height restrictions on structures in the vicinity of the main runway approaches.~~

~~The major effects of noise from aircraft operations are likely to be experienced along the approaches from the south west and, to a lesser extent, to the north-east of the main runway. The range of aircraft likely to be using the Wigram airfield are primarily light aircraft, and this therefore reduces the extent of those areas where noise attenuation measures have to be undertaken.~~

~~These provisions recognise the considerable financial investment in existing physical infrastructure at Wigram and also the potential to utilise these facilities to create new employment opportunities and increased economic activity in this area.~~

Volume 2 : Section 14 Recreation and Open Space : 14.4 Objective Adverse environmental effects

14.4.1 Policy : Adverse effects

To ensure that activities associated with open space and recreational facilities do not have the effect of giving rise to adverse effects (noise, glare, visual detracting) without separation or mitigation measures.

Explanation and reasons

It is important that activities associated with open space and recreational facilities do not adversely effect the surrounding community. Many recreational areas and open spaces, have high levels of public use, particularly on weekends and some evenings, and increasingly small numbers of active sports involve night-time use necessitating outdoor lighting. The potential for impacting on surrounding activities may only be intermittent as some activities occur at regular times and during limited seasons, whereas others may operate on a more frequent and informal basis. The Plan provides measures for assessing and controlling effects of activities related to open space and recreational facilities, including controls on noise and separation from neighbours, recognising their particular function and the nature of the surrounding environment. At the former Wigram Airfield, aviation related activity may continue following the closure of the airfield and the particular effects of aircraft noise are reflected in rules requiring the management of aircraft operations and insulation for new noise sensitive developments in close proximity to the airfield ~~along the axis of the main east-west runway.~~

Open spaces and recreational facilities generally have, and are perceived to have, a positive impact on the amenities of the areas in which they are situated. However, in certain circumstances the undertaking of related activity can conflict with activity in surrounding areas, particularly where located in living areas. Standards in the Plan have been incorporated to the extent necessary to enable an assessment of effects and represent a recognition by the Council as an owner of significant areas of open space that its own activities will be subject to equal consideration.

Ensuring adjoining land uses are not adversely affected also reduces pressure on the activity related to the open space or recreational facility to be reduced, or cease operating in the locality.

VOLUME 3

Volume 3 : Part 2 Living Zones : 1.11 Living 5 (Travellers' Accommodation) Zone

1.11 Living 5 (Travellers' Accommodation) Zone

Zone description and purpose

The Living 5 (Travellers' Accommodation) Zone covers eleven areas within residential areas. These areas are as follows:

- (1) Peterborough (bounded by Peterborough Street, Kilmore Street, Park Avenue and Montreal Street).
- (2) Avon (bounded by Willow Street, Oxford Terrace and Hurley Street).
- (3) Riccarton (at the eastern end of Riccarton Road between the railway and Deans Avenue) and on Riccarton Road in the vicinity of Harakeke Street.
- (4) Kilmarnock (bounded by Kilmarnock Street, Deans Avenue and Darvel Street).
- (5) Merivale (adjoining the southern end of Papanui Road between Merivale and Bealey Avenue).
- (6) Papanui (Papanui Road, south of Frank Street).
- (7) Memorial Avenue (north of Roydvale Avenue).
- (8) Russley (corner of Roydvale Avenue and O'Connor Place).
- (9) Shirley (Marshland Road in the vicinity of Pagoda and Joy Streets).
- (10) Raceway (corner of Lincoln Road and Twigger Street).
- (11) Upper Riccarton (No. 265 Riccarton Road).
- (12) Wigram (comprising of two separate locations at Sioux Avenue and Henry Wigram Drive, and being land generally bounded by RNZAF Bequest Land, Awatea Road and the **former** Wigram aerodrome and runway).

Historically, the zone had been part of a residential area occupied by housing and is now characterised by travellers' accommodation within or adjacent to a residential environment.

The zone recognises the importance of existing establishments which provide travellers' accommodation within the city and the continued provision of these facilities for tourists to Christchurch. It envisages the recognition of its status as a travellers' accommodation zone and thus the containing of these activities within the zone. Although it serves a metropolitan function, the character and integrity of the surrounding residential area must be retained, and be reflected in development within the zone.

While providing facilities associated with travellers' accommodation - long or short term, the standards of the Living 5 zone should exclude activities of a scale where the levels of effects generated would adversely impact on the amenities of immediately adjoining living zones.

Any future development or expansion is subject to development standards and limitations which require a reasonably high standard of visual amenity and landscaping which complement with the adjoining living zones. This is to prevent encroachment of undesirable effects into the surrounding living zones. However, if any change of use were to take place, a residential environment would be most appropriate.

Environmental results anticipated

- (a) Provision of accommodation for travellers and tourists of a high standard compatible with residential amenities.
- (b) A built environment typified by predominantly travellers' accommodation with frontage onto main roads or in close proximity to the city centre for ease of identification and convenience for travellers to Christchurch.
- (c) Containment of zone boundaries - especially where this would lead to a loss of inner city residential housing stock.
- (d) A minimum of undesirable environmental effects on adjoining living zone areas.
- (e) A zone environment with a medium density and scale of activities with minimal visual conflict with surrounding living zone areas.

- (f) A range of activities typical of living zones but with specialised provision for accommodation, conference facilities, restaurants and sale of liquor on site in hours of operation compatible with neighbouring Living Zones.
- (g) Moderate levels of traffic generation to the areas but with standards controlling and minimising effects arising from parking, location of access and manoeuvring.
- (h) Landscaping provision and tree planting complementing with the established adjoining living zone environments.
- (i) Noise levels at the living zone boundaries consistent with standards of amenity expected for a living environment.
- (j) Building height which recognises the intensive scale of travellers' accommodation buildings, but which is not incompatible with the scale of surrounding living environments.

Volume 3 : Part 2 Living Zones : 2.4 Critical standards - Living 1, H, RS, RV, TMB, 2 and Deferred Zones

Reference to other critical standards

Excavation and filling of land
(refer Part 9, Clause 5)

Airport protection surfaces (prohibited activity)
(refer Part 9, Clause 6)

~~Wigram Airfield Protection Surfaces (prohibited activity)
(refer to Part 9, Wigram Airfield Protection Surfaces, Clause 8)~~

Protected buildings, places and objects
(refer Part 10, Clause 1)

Protected trees
(refer Part 10, Clause 2)

Outdoor advertising
(refer Part 10, Clause 3)

Fortified sites
(refer Part 10, Clause 5)

Noise
(refer Part 11, Clause 1)

Hazardous substances
(refer Part 11, Clause 3)

Subdivision (including prohibited activities)
(refer Part 14)

Volume 3 : Part 3 Business Zones : 5.3 Community standards - Business 3, 3B, 4, 4P, 4T, 5, 6 and 7 Zones

5.3.5 Aircraft noise - Wigram

In that part of the Business 5 zone adjoining the former Wigram Airfield, the provisions of Appendix 11 of Part 8, shall apply as a critical standard in relation to the effects of exposure to aircraft noise. The reason for this rule is contained in Part 4 Rural Zones (Clause 5.1.17).

Volume 3 : Part 4 Rural Zones

1.3 Rural 2 (Templeton-Halswell) Zone

Zone description and purpose

The Rural 2 (Templeton/Halswell) Zone extends from an old river terrace north of the Old West Coast Road and the southern boundary of the Rural 5 (Airport Influences) Zone, south to the base of the Port Hills; and from the Selwyn District boundary in the west, to the southern and western edge of the urban area.

The zone surrounds the separately zoned urban areas of Templeton and Halswell, and adjoins residential areas at Kennedy's Bush and Westmorland. It also contains significant areas of land owned by the health authorities, and Justice Department and the Ruapuna and Carrs Road motor sport facilities.

Soils in the northern part of this zone while generally versatile, tend to be stony, and prone to drought. Soils to the south of Springs Road are affected by wetness, drainage and ponding difficulties in periods of high rainfall.

The zone covers a large part of the Christchurch-West Melton ground water recharge area where there are particular concerns about both the rate of abstraction of ground water, and its potential contamination by discharges from land use activities in the zone. There are likely to be limitations on the availability of groundwater in the western part of the zone.

There are substantial existing areas of active mineral workings within the northern part of this zone which are separately zoned Rural Q (Quarry). Quarrying has significant actual and potential impacts on adjoining properties in the Rural 2 Zone.

~~Flying activity at the former from~~ Wigram Airfield will extend environmental effects (notably aircraft noise) into the Rural 2 zone in that vicinity. Rules relating to noise insulation ~~and height controls~~ are therefore included ~~for the safety of aircraft operation and~~ to protect noise sensitive activities in this area.

The zone includes significant parts of the upper Halswell and Heathcote River catchments and in particular, flood retention areas at Wigram East and in Hendersons Road, Sparks Road and Cashmere Road area.

One site within the zone has been identified for its ecological heritage value (refer to Appendix 2).

The primary purpose of the zone is to provide for continued primary production south and west of the city.

Environmental results anticipated

- (a) The management of versatile soil resources in the zone for activities which will support and encourage their present and future productive potential.
- (b) A relatively low density of rural dwellings consistent with maintaining the quality and/or the quantity of ground water resources, and appropriately located and permitted rural activities in this and adjoining zones.
- (c) Avoidance of building activity in areas subject to flooding.
- (d) Maintenance of the potential productivity of versatile soils.
- (e) Protection of the operational requirements of the Christchurch International Airport ~~and of Wigram airfield (so long as activity continues)~~ and mitigation of the likely noise environment through noise insulation in dwellings.
- (f) Protection and enhancement of visual amenities in the zone.
- (g) Maintenance and enhancement of the ecological heritage site identified within the zone.
- (h) The presence of appropriately located rural selling places of a scale consistent with the economic well-being of the local community, traffic safety, and the protection of visual amenity.
- (i) Management of land use activities consistent with the sustainable management of ground water resources and the protection of them from contamination.

Volume 3 : Part 4 Rural Zones : 5.1 Rural 1-7 and Rural Hills Zone

5.1.17 Aircraft noise exposure

Rules have been established so as to mitigate the effects of aircraft noise on noise sensitive activities in the Riccarton/Wigram Community Board Agenda 5 May 2009

vicinity of the International Airport while recognising the need to operate an airport efficiently. These rules are based upon the New Zealand standards set down in "Airport Noise Management and Land Use Planning" NZS 6805 : 1992.

Within the 55 dBA Ldn noise contour shown on the planning maps, noise insulation measures are required for buildings, depending on the sensitivity of the internal building space for specified uses.

Within the air noise boundary, defined as the composite line formed by the outer boundaries of the 65 dBA Ldn noise contour and the 95 SEL dBA noise contour where noise levels are expected to be most intrusive and potentially damaging to health, new residential buildings, education activities including pre-school places or premises, travellers' accommodation, hospitals, healthcare facilities and any new elderly persons housing or complex is a prohibited activity. These activities are most sensitive to noise intrusion. The air noise boundary has been derived having regard to the additional intrusive effects of single event aircraft movements, particularly at night. The rules are more flexible for extensions to existing buildings within the air noise boundary, where the "affected buildings" already exist, and for some vacant lots which otherwise meet minimum area standards for the zone existing at the time of Plan notification on 24 June 1995.

The purpose of the rules is to ensure new noise sensitive uses in buildings, especially dwellings, are prevented from establishing in areas of high aircraft noise intrusion. The noise insulation rules are acknowledged to be only one means of reducing noise impacts but are an important one. In rural areas, the dwelling house and subdivision controls act to limit the density of dwellings in rural zones, which is complemented by the noise insulation rules. This has the twofold effect of at least minimising likely complaints about airport operations (and pressures for restrictions) and to protect residential amenities, and to a lesser extent, occupiers of other buildings.

A limited exemption is available to some existing landowners of larger vacant allotments in the Rural 5 Zone who were caught by the prohibition on new dwellings in the City Plan within the airnoise boundary. The allotments must be of the minimum area specified for the zone and to have existed at the date the Plan was notified. Ongoing use is subject to agreement that no complaints shall be made in respect to airport noise. This exception is to avoid hardship for a small number of affected owners who are subject to a much greater degree of restriction than landowners generally in the zone, while ensuring reasonable protection for aircraft operations.

The rules applying to the mitigation of aircraft noise effects in the vicinity of **the former** Wigram Airfield are generally based upon the same framework as described above, except that the specific noise thresholds have been varied slightly in recognition of the **numbers, frequency, hours of operation and types of aircraft likely to be operating in this area. likely future use of the site.**

In the Wigram area, the "air noise boundary" is at 65 dBA Ldn.

Volume 3 : Part 8 Special Purpose Zones

1.9 Special Purpose (Wigram) Zone

Zone description and purpose

The Special Purpose (Wigram) Zone includes land previously known as RNZAF Base Wigram. This land is located to the south and east of Harvard Avenue ~~and covers an area of some 163ha,~~ generally bounded by Hayton, Wigram, and Awatea Roads.

Within this area, the existing RNZAF Museum is to remain. This activity, occupying an area of some 35 hectares on the north side of the zone, will remain the subject of a Ministry of Defence designation for that purpose after the remainder of the designation is uplifted. ~~This special purpose zone provides land use activity rules for that area compatible with the range of land use activities conducted there.~~ The Zone contains heritage buildings and sites relating to its former use as New Zealand's pioneer aerodrome and air force base. These are identified and protected in the Plan (refer Part 10, Heritage and Amenities).

Existing land use activities and buildings elsewhere within this zone may be summarised as comprising:

- housing and barrack style accommodation blocks;
- open land areas, including the **main** former airfield with hard surfaced and grass runways and taxiway areas, playing fields and recreational amenities;

- aircraft hangars, industrial, administrative and education buildings;
- mess halls and communal catering and social buildings.

~~The purpose of the special zone is to encourage and enable the maximum utilisation of these existing facilities, including the opportunity for further development or re-development of land, consistent with such standards as may be required to avoid or mitigate any adverse effects on the surrounding environment. The zone therefore provides for a range of land use activities to be undertaken, the locations of which are to be controlled by reference to a development plan. Significantly, the zone provides for continued aircraft related activities, including flying training and general aviation.~~

~~Military activity will continue to be undertaken from the site in terms of the Defence purposes designation applying to the area. Military activity will include flying operations by fixed wing aircraft and helicopters, together with supporting operational level maintenance activities. Upon the uplifting of the designation, military activity will be subject to the provisions of the Plan.~~

Environmental results anticipated

- The continued utilisation of the significant existing buildings and infrastructure within the zone for aviation related businesses ~~including, but not restricted to general aviation, recreational flying and flying training.~~
- The development or re-development of different parts of the zone for appropriate industrial, commercial or residential activities.
- The provision of appropriate internal access and circulation roads to serve the different land uses within the zone and to provide appropriate links between it and the surrounding traffic network.
- Some noise impacts both within and in the general vicinity of this zone associated with aircraft movements, aircraft engine testing and maintenance.
- The occasional use of the extensive open areas within this zone for temporary recreational events which attract significant numbers of visitors, and consequent noise arising.
- The retention and protection of some existing buildings which are considered to be of regional and national historical and/or architectural significance.
- Containment of any hazardous substances stored within the zone (including fuel) in a manner which ensures that they do not have any adverse effect on ground or surface waters, or create a hazard to life.
- Co-ordination and management of activities in the zone and the surrounding zones to minimise potential conflicts, particularly in respect to activities which are sensitive to aircraft noise or which might otherwise restrict aviation activity.

Volume 3 : Part 8 Special Purpose Zones

1.11 Special Purpose (Awatea) Zone

Zone description and purpose

The Special Purpose (Awatea) Zone is located on the south western edge of the urban area and is generally bounded by Wigram Airfield (Special Purpose Wigram Zone), Awatea Road, Wigram Road, Halswell Junction Road and Wilmers Road. The Council, in consultation with the affected land owners within and adjoining the zone, will work towards the notification of a Variation to give effect to a final zoning pattern, development plan and rules for this area.

The land within the zone contains a variety of rural land uses, the Carrs Road Raceway, several old quarry sites used for landfilling and some industrial activities. The zone straddles the watershed between the upper portions of the Heathcote and Halswell River Catchments. The Special Purpose (Awatea) Zone was created following the determination of submissions on the City Plan. It is an interim zoning pending the Variation, and in the meantime, the provisions of the Rural 2 zone rules shall continue to apply to most of the area. The Carrs Road Speedway will remain zoned Open Space 3 with its zoning reviewed at the time of a future Variation. The final environmental outcomes for the Special Purpose zone will be determined as part of the Council's progress towards the Variation, which should be notified by 1 October 2001. While the Council has accepted that the area will be urbanised in principle, the details will be resolved through the variation. Matters to be assessed in determining environmental outcomes for the zone:

- The relocation of the Carrs Road Speedway (a noisy activity) on a basis satisfactory to the Club, the Council and local residents.

~~(b) The potential impact of Wigram Airfield operations on part of the zone.~~

- (c) Acceptable means of addressing the volume and quality of stormwater discharges likely upon development of the zone and effects on the Halswell and Heathcote River catchments.
- (d) Any impacts of likely land uses on unconfined aquifers.
- (e) The identification of important natural values associated with waterways and other water bodies, any sites of significance to Tangata Whenua and opportunities for green corridors and recreation within the zone.
- (f) Identification of an appropriate zoning pattern within the Special Purpose Zone, also recognising the needs of existing activities such as the SPCA and its protection from incompatible activities.
- (g) The establishment of appropriate roading patterns with particular regard to the Southern Arterial.
- (h) The identification and rehabilitation of any contaminated sites or former landfills.
- (i) The development of suitable rules or other methods to ensure that particular areas identified for living, business or recreational purposes achieve a high standard of amenity.

Environmental results anticipated

Refer to Environmental results anticipated for Rural 2 Zone, Part 4.

Volume 3 : Part 8 Special Purpose Zones : 9.3 Rules - Area A

9.3.4 Development Standards - Area A

(a) Vehicular access

There shall be no direct vehicular access to this area from Vickerys, Hayton, Wigram, or Awatea Roads in connection with any recreation activity, other than that **directly associated with aviation operations from this site, or** for site maintenance or emergency vehicle access.

(b) Parking provision

Parking shall be provided in accordance with the standards and terms set out in Part 13 of this plan with the exception that any recreation activity, exhibition, fair or similar temporary use of any land in this area shall set aside sufficient land within the site to provide for off-street parking of all vehicles anticipated to be attracted to such activity, to be assessed at the rate of 1 car space per 3 visitors anticipated to be in attendance during any such events. **No parking areas shall be located closer than 100 metres to any operational runway or closer than 40 metres to any taxiway area as indicated in Appendix 10 to these rules.**

(c) Street scene

Buildings shall be set back a minimum distance of 45m from any road boundary.

(d) Temporary recreational activities or exhibitions

Any use of land in this area for temporary recreational activities, fairs or exhibitions shall be held for no more than 5 consecutive days or a total of 30 days in any calendar year, no more than three events be held in any one calendar month.

Volume 3 : Part 8 Special Purpose Zones : 9.3 Rules - Area A

9.3.5 Community Standards - Area A

~~(a) Land Use~~

~~The use of any land in this area shall be restricted to the take-off, landing or manoeuvring of aircraft associated with training or recreation, or with maintenance activity; any recreation activity and any associated parking, maintenance or administrative activities in connection with such land uses.~~

(b) Engine Noise

The ground testing of aircraft engines shall be confined to the **Aircraft Noise** testing area indicated on Appendix 10, or shall be confined within suitably insulated buildings and shall in either case be conducted so as not to exceed the noise standards specified for Group 3 zones in Part 11, Rule 1.3.3 of this Plan.

Volume 3 : Part 8 Special Purpose Zones : 9.3 Rules - Area A

9.3.6 Critical Standards - Area A

(a) Buildings and Structures

Buildings and other structures within this area shall be limited to those ~~provided for the safe conduct of any flying activities to and from this area, together with those~~ which may be associated with any temporary recreational activities such as fairs or exhibitions held for no more than 5 consecutive days or a total of 30 days in any one calendar year, no more than three events be held in any one calendar month.

~~(b) Building separation from aircraft~~

~~No building shall be permitted within 100 metres of the edge of an operational runway, or within 20 metres of the edge of any taxiway indicated on Appendix 10 to these rules.~~

(c) Retail Activities

Retail activities shall be restricted to those associated with and ancillary to those land uses specified in Clause 9.3.5(a) above.

(d) Night Flying Restriction

Other than in cases of emergency, the use of land in this area for the take-off or landing of all types of aircraft shall be ~~confined to between 07.00am and 21.00pm on any day~~ prohibited

~~(e) Height limitation~~

~~No building shall exceed the height restrictions specified for this zone in terms of the "Wigram airfield protection surfaces" set out in Part 9, Appendix 5 of this plan.~~

(f) Noise

Aircraft operations in general

Noise from ~~aircraft operations~~ aviation related activity which may be generated at the site following closure of the airfield shall be so managed that the rolling 3 month average 24 hour night-weighted sound exposure does not exceed Ldn65 at or outside the air noise boundary shown on Planning Maps 44B and 45B.

The measurement of aircraft sound exposure will be in accordance with NZS 6805:1992.

Volume 3 : Part 8 Special Purpose Zones : 13.8 Special Purpose (Wigram) Zone

13.8.3 Street scene and building setback ~~(including separation from aircraft operation areas)~~

- (a) The scale and appearance of the building(s) proposed and their appearance when viewed from adjoining roads or zones.
- (b) The function or use to which the building is to be put and whether this dictates particular locational requirements.
- (c) Any increased impacts on adjoining land uses or zone in terms of noise intrusion as a result of any reduced setback proposed.
- ~~(d) Where buildings are proposed closer to aircraft operational areas such as runways or taxiways, whether the location proposed would be likely to endanger the use of such areas or unduly restrict the size or types of aircraft which may be expected to utilise those areas.~~
- (e) Whether the proposed use is intended to utilise primarily an existing building (as at 24.6.95) and the effect of any reduced setback on adjoining environments will not be significantly different from that existing situation.
- (f) The ability to provide adequate vehicle manoeuvring loading or parking areas together with adequate landscaping (including the nature of any such landscaping).
- (g) Whether the proposed setback provides for better utilisation of the site concerned and enables corresponding environmental improvement elsewhere on site.

Volume 3 : Part 8 Special Purpose Zones

13.10 Special Purpose (Awatea) Zone

- (a) As for the Rural 2 zone, and;
- (b) Any potential adverse effects of proposed land use activities on groundwater or the quantity and quality of discharges to the Halswell or Heathcote Rivers;
- (c) The effects, if any, on the existing or designated roading, or ~~the operations of~~ activity at the former Wigram Airfield.
- (d) The implications of any proposed activities on the operation of existing activities including the Carrs Road Raceway, or the SPCA facility.

Volume 3 : Part 8 Special Purpose Zones : 14.8 Special Purpose (Wigram) Zone

14.8.1 General - Development plan

Wigram Air Base was developed and managed from 1923 until its disposal by the Ministry of Defence in 1996, as a comprehensive whole incorporating living and recreational areas, administrative, engineering and education buildings, and as an operational airfield for flying training. Significant public recreation activities and events have also utilised the airfield. The RNZAF Museum "Air Force World" is established and is to remain in this location, being formally designated for that purpose.

~~The former base area thereof comprises a comprehensive network of services, roads and buildings all of which represent considerable physical resources. And it is intended that these should be utilised and further developed for activities similar to those which have occurred in the past.~~

The outline development plan (Appendix 10) therefore identifies those areas which have different existing land use characteristics as well as indicating areas at present undeveloped which would be suitable for new development for housing and industrial purposes.

~~The major intention of the proposed zone is to enable the continuation of a wide variety of aviation related activity including general aviation, flying training, educational, recreational uses and engineering services. The operational requirements of such activities are reflected by their spatial separation in the development plan. These activities are seen as being complementary to those at Christchurch International Airport. In this zone however, a lesser intensity of aviation activity is proposed so as to limit potential adverse effects, particularly from aircraft noise on adjoining living zones.~~

~~The continued use of part of this zone for flying purposes will produce effects beyond the zone boundaries in terms of noise impacts and height restrictions. Rules have been imposed so as to ensure that these limitations should be no greater than was the case when the airfield was in use for military purposes.~~

Volume 3 : Part 8 Special Purpose Zones : 14.8 Special Purpose (Wigram) Zone

14.8.5 Land-use limitations

~~Safety and operational requirements dictate a need to separate (and to some extent limit) land uses in proximity to the movement of aircraft. Christchurch is well served in terms of both international and domestic passenger services by the Christchurch International Airport which has larger scale facilities capable of handling high volumes of aircraft movements and larger aircraft types. The facilities at Wigram have been developed over the years to focus specifically upon flying training and education. More recently, the presence of the RNZAF Museum has also created an interest in historic aircraft restoration and flying activity.~~

~~In order to limit the effects of aircraft beyond the zone, restrictions are imposed with a view to limiting the development of more intensive commercial aviation movements to or from this site and to focus upon the type and scale of flying activity for which this area has been used in the past together with associated supporting industry and education facilities. Land on the north and western periphery of the zone which is at present undeveloped has been identified as more suited to residential type activity, as it closely adjoins existing residential areas.~~

Volume 3 : Part 9 General City Rules

8.0 Wigram Airfield Protection Surfaces

Volume 3 : Part 9 General City Rules

8.1 Statement

~~An essential part of the operation of airfields, and in particular major facilities such as the Wigram Airfield, are rules which protect the airspace of aircraft leaving and approaching the runways. They also protect the operation of lighting, instruments and navigation facilities essential to the operation of aircraft in the vicinity of the Airfield.~~

~~The controls are of necessity technical in nature and require specific calculation in respect to the~~

~~extent to which the height of structures or vegetation may be limited by the angle and height of the approach planes in the rules.~~

~~Environmental results anticipated~~

~~(a) Maintenance of the operational safety of aircraft operations at Wigram Airfield.~~

~~(b) Maintenance of the effectiveness of lighting, instruments and other navigational aids in and around the Airfield, and consequent aircraft safety.~~

~~Volume 3 : Part 9 General City Rules~~

~~8.2 General Rule~~

~~The Council shall consult with the Wigram Aerodrome Limited (WAL) in respect to the interpretation of these rules.~~

~~Volume 3 : Part 9 General City Rules : 8.3 Critical Standard~~

~~8.3.1 Explanation of protection surface~~

~~The environs of Wigram Airfield are protected by a series of protection surfaces.~~

~~These surfaces are in accordance with the Civil Aviation Authority of New Zealand Advisory Circular 139.06A (AC139.06A). (Corrigendum 1 & 2).~~

~~The protection surfaces of an aerodrome are defined surfaces in the airspace above and adjacent to the aerodrome. These protection surfaces are necessary to enable aircraft to maintain a satisfactory level of safety while manoeuvring at low altitude in the vicinity of the aerodrome. These surfaces shall be free of obstacles and subject to control such that the erection of buildings, masts, growing of trees or any other obstacles which infringe the surfaces are prohibited.~~

~~Volume 3 : Part 9 General City Rules : 8.3 Critical Standard~~

~~8.3.2 Conical surface~~

~~(a) Description~~

~~A surface sloping upwards and outwards from the periphery of the inner horizontal surface (Appendix 5).~~

~~(i) The lower edge is coincident with the periphery of the inner horizontal surface and rises to an elevation of 150m above the aerodrome datum level. It rises upwards and outwards from the periphery of the inner horizontal surface at a gradient of 1:20.~~

~~(ii) The slope is measured in a vertical plane perpendicular to the periphery of the inner horizontal surface.~~

~~Volume 3 : Part 9 General City Rules : 8.3 Critical Standard~~

~~8.3.3 Inner horizontal surface~~

~~(a) Description~~

~~A surface located in a horizontal plane above an aerodrome and its environs. (See Appendix 5).~~

~~(b) Characteristics~~

~~(i) The inner horizontal surface is contained in a horizontal plane having its outer limit at a locus of 4000m measured from the periphery of the runway strip.~~

~~(ii) The plane is located 45m above the aerodrome reference point (ARP) (R.L. 31.60 CCCD) being 76.6m.~~

~~Volume 3 : Part 9 General City Rules : 8.3 Critical Standard~~

~~8.3.4 Approach surfaces~~

~~Each strip is provided with an inclined approach surface such that aeroplanes approaching to land have a clear, obstacle-free path with a guaranteed clearance surface. This approach path is located within a defined area called the approach fan (see Appendix 5).~~

(a) Description

The origin of the approach fan is an inclined plane originating at the end of the strip.

(b) Characteristics

- (i) The fan is essentially a truncated triangle with the cut-off apex line called the inner edge.
- (ii) The expanding sides of the approach fan diverge at a constant rate of 1:6.6 (15% 80 31' 51") related to the distance from the end of the strip, and extend to a distance of 15,000m from the origin for the main runway and 2,500m for the grass runways.

(c) Elevation

- (i) The elevation of the inner edge of the approach fan is the same as the highest point on the extended centre line between the end of the runway and the end of the strip.
- (ii) The slope of the approach surface is 1:50 (2% 10 8' 45") for the main runway and 1:30 (3.33% 10 54' 33") for the grass runways, and is measured in the vertical plane containing the centre line of the runway.

Volume 3 : Part 9 General City Rules : 8.3 Critical Standard**8.3.5 Transitional side surfaces****(a) Description**

A complex surface originating along the side of the strip and part of the side of the approach surface that slopes upwards and outwards to the inner horizontal surface (see Appendix 5).

(b) Characteristics

From the sides of the strip and the approach surface, the transitional side surface slopes upwards and outwards at a gradient of 1:7 for the main runway and at a gradient of 1:5 for the grass runways, extending until they reach the inner horizontal surface. No obstacle should penetrate the transitional side surface. Where obstacles penetrate this surface, an aeronautical study should be conducted to determine if any such object is required to be removed, reduced in height, marked or lit.

Volume 3 : Part 9 General City Rules : 8.3 Critical Standard**8.3.6 Take-off climb surface**

(a) Each runway strip is provided with a take-off climb surface such that aeroplanes taking off have a clear, obstacle-free path with a guaranteed clearance surface over which to climb. This climb path is located within a defined area called the take-off fan which originates from the end of the runway strip (see Appendix 5).

(b) Characteristics

- (i) The fan is essentially a truncated triangle with the cut-off apex line called the inner edge. The width of this inner edge is 150m for the main runway and a minimum of 80m for the grass runways.
- (ii) The expanding sides of the take-off fan diverge at a constant rate of 1:8 (12.5% 70 07' 30") for the main runway, and 1:10 (10% 50 4' 38") for the grass runways related to the distance from the origin. They expand to a maximum width of 1,200m for the main runway and 580m for the grass runways, and then the sides remain parallel for a distance of 15,000m for the main runway and 2,500m for the grass runways.
- (iii) The elevation of the inner edge is equal to the highest ground level along the centre line between the runway end and the end of the strip.
- (iv) The slope of the take-off climb is 1:50 (2%) for the main runway and 1:25 (4%) for the grass runways, and is measured in the vertical plane containing the centre line of the runway.

Volume 3 : Part 9 General City Rules**8.4 Reasons for rules**

~~Unobstructed airspace is essential for the approach orbit and manoeuvring of aircraft in the vicinity of airfields. The comprehensive provisions in the City Plan are a modification of long-standing provisions in earlier district schemes, and are necessary for the operation of the Airfield. The rules are essential to maintaining the safety of aircraft operations, and because these can not be compromised, no provision is made to break the protection surfaces (hence prohibited activity status).~~

~~The rules logically relate to diverging fans from the Airfield with increasing restriction over structures closer to the Airfield. This is supplemented by controls on height around the airfield. The impact of the rules extends over private land beyond the Airfield, although only very high structures would be affected at distant points within the protection surfaces.~~

~~To be effective the controls must contain proposed buildings, or any other structures (including utilities not related to navigation). In addition, trees must not be allowed to grow through the protection surfaces.~~

Volume 3 : Part 8 Special Purpose Zones : 9.2 Rules - All areas

9.2.1 Development Standards

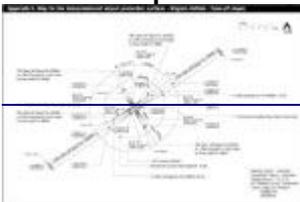
- (a) Vehicular access

Access to area B shall be subject to Clauses ~~9.5.1 and 9.5.2.~~ 9.4.1 and 9.4.2

~~Volume 3 : Part 9 General City Rules~~

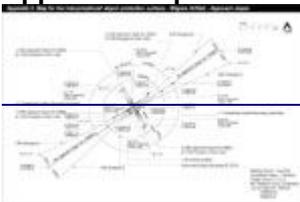
~~Appendix 5 – Map for interpretation of airport protection surfaces – Wigram Airfield~~

~~Take-off slopes~~



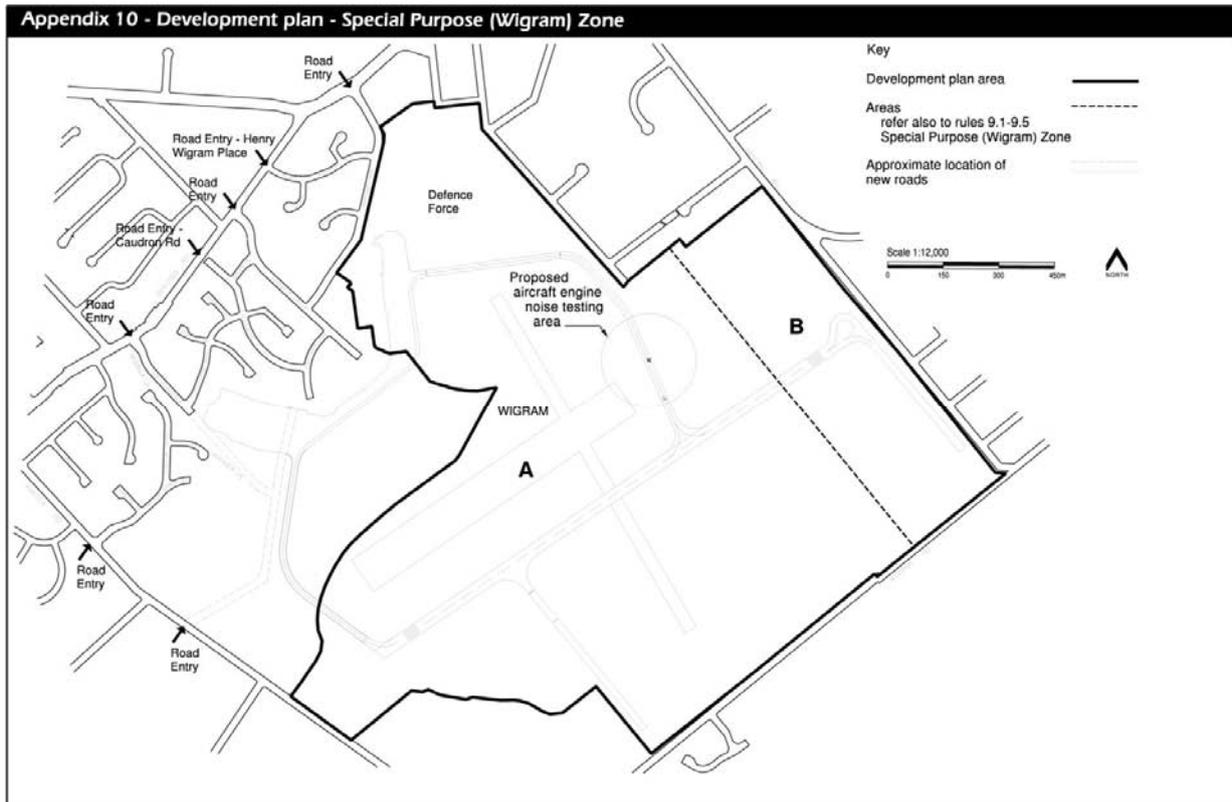
~~Volume 3 : Part 9 General City Rules : Appendix 5 – Map for interpretation of airport protection surfaces – Wigram Airfield~~

~~Approach slopes~~



Volume 3 Part 8 Special Purpose Zones : Appendix 10

- (Amend reference in the below Development plan to ~~rules 9.1–9.5~~ to read rules 9.1 – 9.4)



Volume 3 : Part 11 Health and Safety : 1.2 General rules

1.2.5 Aircraft Noise - Wigram

Special rules relating to requirements for protection from the effects of aircraft noise in the vicinity of **the former** Wigram Airfield are included in the Business 5 zone (Part 3), the Rural 2 Zone (Part 4) and the Special Purpose (Wigram) zone (Part 8). **The airfield is now closed to flying activities other than for emergency purposes.**

The former Wigram Airfield shall be managed so that the noise from aircraft operations **aviation related activities** does not exceed a Day/Night Level (Ldn) of 65dBA at or outside the Air Noise Boundary shown in the District Planning Maps. Aircraft noise shall be measured in accordance with NZS 6805: 1992 airport Noise Management and Land Use Planning and calculated as a 90 day rolling average.

PLANNING MAPS

The Plan Change seeks to delete Approach Slope Boundaries for Wigram Airfield and Noise Contour Lines for Wigram Airfield from the following planning maps:

19B, 20B, 26B, 27B, 31B, 32B, 33B, 37B, 38B, 39B, 44B, 45B, 51B, and 52B.

The Plan Change also seeks to delete two references to Airfield from the generic Planning Map key.

9. APPROVAL OF THE RICCARTON/WIGRAM COMMUNITY BOARD SUBMISSION TO THE DRAFT CHRISTCHURCH CITY COUNCIL DRAFT LONG TERM COUNCIL COMMUNITY PLAN (LTCCP) 2009-19

PURPOSE OF REPORT

The Board held an informal meeting on 14 April 2009 to consider its submission to the Council on Draft Long Term Council Community Plan (LTCCP) 2009 – 2010.

The **attached** submission was submitted and ratification of that action is requested.

STAFF RECOMMENDATION

That the Board approve the Riccarton/Wigram Community Board Submission on Draft Christchurch City Council Draft Long Term Council Community Plan (LTCCP) 2009 - 2010 and the action of the Board in forwarding to the Council be confirmed.

**RICCARTON/WIGRAM COMMUNITY BOARD SUBMISSION
ON THE
CHRISTCHURCH CITY COUNCIL
DRAFT LONG TERM COUNCIL COMMUNITY PLAN (LTCCP) 2009-19**

The Riccarton/Wigram Community Board (the Board) appreciates the opportunity to present a submission to the Council's draft LTCCP for 2009-19 and wishes to be heard in support of this submission.

1. Introduction

The Board commends the Council and in particular the Council staff for the huge amount of work that has gone into the preparation of the draft document and the long term budgets.

Under the Urban Development Strategy (UDS) and the South West Area Plan (SWAP) it has been identified that the Riccarton/Wigram ward will be the leading growth area within the city in the next twenty years. The Board acknowledges that with the projected growth comes additional social and community challenges.

However, the Board must undertake its constitutional role of being an advocate for its community. In this role it considers the following projects important and advocates for them to be considered by the Council in the timeframes suggested and suggest that there be reprioritisation.

2. Capital Programme

The Board wishes to highlight the following items with respect to the capital programme specifically as it relates to the Riccarton/Wigram ward.

2.1 Aquatic Facilities

The Board is disappointed that the project for an aquatic facility on the western side of the city has been deferred to 2017/18. The original project timeline was 2015/2016. Currently the ward is without a major aquatic facility since the closing of the Sockburn Pool. The Board believes that with the anticipated growth that a planned aquatic facility is paramount given the anticipated growth under the UDS and SWAP.

The Board encourages dialogue with neighbouring local bodies to discuss proposed joint ventures in providing community facilities, for example an aquatic facility.

The Board supports the Council in maintaining the Halswell and Templeton outdoor pools and would support an investigation into an extension of operating hours for both pools.

The Board also wishes to highlight that with the proposed growth that provision is made for metropolitan sports facilities e.g. netball and cycling on the western side of the city. Sports Facilities need to be a metropolitan priority not a ward priority and encourages the Council to purchase land within the identified SWAP area to landbank for such metropolitan and local facilities and also including greenspace.

2.2 Library/Community Facilities

The Board supports the inclusion of the proposed new library and community facilities for the suburbs of Halswell and Hornby.

2.3 Deans Avenue/Riccarton Road Intersection

The Board wishes to encourage the Council to reinstate the proposed improvement works to the Deans Avenue/Riccarton Road intersection.

2.4 Waterloo Road/Charmers Street Bypass

The Board desires a Board initiative project of linking Chalmers Street with Waterloo Road to be progressed. The project would assist in decreasing the traffic congestion around the Hub Mall (Hornby). The project would assist citizens to access the main shopping centre, services, and public transport.

2.5 Major Sewer Works

As the Council has recognised that the western side of the city is a major growth area, the Board considers that the major upgrade sewer works on the Western Inceptor and replacement sewer works is critical and needs to be completed with urgency. The funding needs to be made available to compress the project timeframe instead of the current staged timeline.

3. General Matters

3.1 The Board supports and endorses the Council Social Housing Plan for Shands Road and encourages an early start for the project.

3.2 Underground Cabling of Overhead Services

The Board notes with disappointment that funding for undergrounding cabling has been removed from the LTCCP. The Board has advocated for undergrounding of local streets during kerb and channel renewal programmes for a long time.

3.3 Community Funding

The Board strongly opposes any cuts to the level of community grants funding at the local level, including the Strengthening Communities Funds, Small Grants Funds and the Boards' Discretionary Response Fund and in fact want to see an increase in community funding to support the further social and community challenges and associated issues that come with project population growth on the western side of the city. The Board suggest an increase to \$80,000 for the Board's Discretionary Response Fund.

3.4 Ruapuna Park

The Board supports the Council with its current work around the noise issues in relation to Ruapuna Park and supports the concept that Ruapuna become the motor sport centre for Christchurch.

3.5 Awatea Variation/Owaka Pit

The Board requests that the outstanding matters of the Awatea Variation and Owaka Pit be urgently facilitated for the residents of that area.

3.6. Role of Community Boards

The Board believes in the crucial role that community boards play across the city in Christchurch. The Board advocates for the Council to give its boards more delegation, responsibility and resourcing which enhances local democracy and allows the Council to focus more on bigger picture and strategic matters. This would create a more effective and efficient Council organisation and provide greater opportunities for residents to participate in decision making that affects their daily lives.

The Board thanks the Council for giving its careful consideration to the matters raised in this submission.

Peter Laloli
Chairperson

14 April 2009

10. RICCARTON/WIGRAM TRANSPORT AND ROADING COMMITTEE – REPORT OF TRANSPORT AND ROADING COMMITTEE – 17 APRIL 2009

General Manager responsible:	General Manager, Regulation and Democracy Services
Officer responsible:	Liz Beaven, Community Board Adviser
Author:	Liz Beaven, Community Board Adviser

PURPOSE

The purpose of this report is to submit the outcomes of the Roading and Transport Committee meeting held on Friday 17 April 2009.

The meeting was attended by Peter Laloli (Acting Chairperson), Jimmy Chen, Judy Kirk and Helen Broughton.

An apology for lateness was received and accepted from Mike Mora, who arrived at 8.42am during clause 7.

Apologies for absence was received and accepted from Beth Dunn and Bob Shearing.

1. DEPUTATIONS BY APPOINTMENT

Nil.

2. CORRESPONDENCE

Nil.

3. BRIEFINGS

Nil.

4. SOLWAY AVENUE – PROPOSED NO STOPPING RESTRICTION

The Committee considered a report to approve the stopping of vehicles be prohibited at any time on the west side of Solway Avenue at the Solway Avneue/Dalrye Place intersection.

The Committee's recommendation on this matter is recorded under clause 8 of this report.

5. AIDANFIELD STAGE 7 – ROAD DESIGNATION

The Committee considered a report to declare Lot 149, DP 302598 and Lot 568, DP 375351 to be designated from road reserves to roads pursuant to Section 111 of the Reserve Act 1977.

The Committee's recommendation on this matter is recorded under clause 8 of this report.

6. UPDATE ON CURRENT TRANSPORT ISSUES

The Committee and staff discussed the Committee's list of Current Transport Issues.

The Committee discussed the current outstanding transport issues memo and advised staff that they wish the document to continue.

10 Cont'd.

7. ELECTED MEMBERS' INFORMATION EXCHANGE

Committee members held a general discussion on the following matters:

- Bella Rosa Drive; the Committee were advised that staff are in the process of installing a median line to guide motorists.
- Intersection of Buchanans Road and Vanguard Drive; the need for a small island to be installed to stop motorists "cutting" the corner.
- An update on the former Felix Carpet Factory Site and the possible installation of a supermarket on part of the site. It was acknowledged that this would impact on the surrounding residential streets.

8. COMMITTEE RECOMMENDATIONS

8.1 SOLWAY AVENUE – PROPOSED NO STOPPING RESTRICTION

That the Board revoke the following parking restrictions:

- (a) That any existing parking restrictions at any time on the west side of Solway Avenue commencing at the intersection of Dalrye Place and extending in a southerly direction for a distance of 13 metres.

and approve the following parking restrictions:

- (b) That the stopping of vehicles be prohibited at any time on the west side of Solway Avenue commencing at the intersection of Dalrye Place and extending in a southerly direction for a distance 31 metres.

8.2 AIDANFIELD STAGE 7 – ROAD DESIGNATION

The Committee's recommendation on this matter is recorded within the Part A report – Aidanfield Stage 7 – Road Designation on the Board's 21 April 2009 agenda.

The meeting concluded at 8.43am.

11. RICCARTON/WIGRAM ENVIRONMENT COMMITTEE REPORT OF 20 APRIL 2009 MEETING

General Manager responsible:	General Manager, Regulation and Democracy Services
Officer responsible:	Liz Beaven, Community Board Adviser
Author:	Liz Beaven, Community Board Adviser

PURPOSE OF REPORT

The purpose of this report is to submit the outcomes of the Environment Committee meeting held on Monday 20 April 2009.

The meeting was attended by Beth Dunn (Chairperson), Judy Kirk, and Peter Laloli.

Apologies for absence were received and accepted from Bob Shearing and Helen Broughton, Jimmy Chen and Mike Mora.

1. DEPUTATIONS BY APPOINTMENT

Nil.

2. CORRESPONDENCE

Nil.

3. BRIEFINGS

Nil.

4. EUCALYPTUS (GUM) TREE REMOVAL OUTSIDE 154 BUCHANANS ROAD

The Committee considered on the removal and replacement of an Eucalyptus (Gum) tree from outside 154 Buchanans Road in Hei Hei.

The Committee's recommendation on this matter is recorded under clause 6 of this report.

5. ELECTED MEMBERS INFORMATION EXCHANGE

The Committee were updated on:

- The progress of work on the planter surrounding the historical blue gum tree in Yaldhurst Road.

6. COMMITTEE RECOMMENDATIONS**6.1 Eucalyptus (Gum) Tree Removal Outside 154 Buchanans Road**

That the Board approve the removal of the Eucalyptus (Gum) tree outside 154 Buchanans Road and replace it with a suitable PB95 grade tree. The replacement tree is to be planted in the centre of the berm in front of 154 Buchanans Road.

The meeting concluded at 8.08am.

12. RICCARTON/WIGRAM COMMUNITY SERVICES COMMITTEE REPORT OF 21 APRIL 2009 MEETING

General Manager responsible:	General Manager, Regulation and Democracy Services
Officer responsible:	Liz Beaven, Community Board Adviser
Author:	Liz Beaven, Community Board Adviser

PURPOSE

The purpose of this report is to submit the outcomes of the Community Services Committee meeting held on Tuesday 21 April 2009.

The meeting was attended by Judy Kirk (Chairperson), Helen Broughton, Beth Dunn, Peter Laloli, Mike Mora and Bob Shearing.

Apologies for absence was received and accepted from Jimmy Chen.

Apologies for early departure were received and accepted from Helen Broughton who departed at 6.35pm during clause 9.

1. DEPUTATIONS BY APPOINTMENT

1.1 David Martin - Halswell Baptist Church

David Martin, the Manager of Halswell Baptist addressed the Committee in support of the church's funding application for a new fence and security gate

1.2 Robyn Wells - Riccarton School Travel Programme

Robyn Wells discussed the school travel plan which Riccarton School has been developing over the last year.

2. PETITIONS

Nil.

3. BRIEFINGS

Nil.

4. APPLICATION TO THE RICCARTON/WIGRAM COMMUNITY BOARD'S 2008/09 DISCRETIONARY RESPONSE FUND HALSWELL BAPTIST CHURCH – SECURITY FENCE AND GATE

The Board considered a report seeking funding from the Community Board's 2008/09 Discretionary Response Fund for funding towards a security fence and gate at the Halswell Baptist Church.

The Committee's decision on this matter is recorded under clause 8 of this report.

5. APPLICATION TO THE RICCARTON/WIGRAM COMMUNITY BOARD'S 2008/09 YOUTH DEVELOPMENT SCHEME – MADISON COSTER

The Committee considered a report seeking funding from the Community Board's 2008/09 Youth Development Scheme for Madison Coster to compete in Trampolining Competitions in Gisbourne and Auckland.

The Committee's decision on this matter is recorded under clause 8 of this report.

12 Cont'd.

6. CONSIDERATION OF SUPPLEMENTARY AGENDA

The Board **resolved** to consider the supplementary report regarding the application to the Riccarton/Wigram 2008/09 Youth Development Scheme – Vincent Curd.

7. APPLICATION TO THE RICCARTON/WIGRAM COMMUNITY BOARD'S 2008/09 YOUTH DEVELOPMENT SCHEME – VINCENT CURD

The Committee considered a report seeking funding from the Community Board's 2008/09 Youth Development Scheme for Vincent Curd to attend the International Future Problem Solving Conference in May 2009.

The Committee's decision on this matter is recorded under clause 8 of this report.

8. COMMITTEE RECOMMENDATIONS

8.1 Application To The Riccarton/Wigram Community Board's 2008/09 Discretionary Response Fund Halswell Baptist Church – Security Fence And Gate

Staff Recommendation

It is recommended that the Committee recommend to the Board to decline the funding application to the Riccarton/Wigram 2008/09 Discretionary Fund from the Halswell Baptist Church for a contribution towards the cost of a security fence and gate.

Committee Recommendation:

The Committee decided to recommend that the Board approve \$1,041 from its 2008/09 Discretionary Fund for the Halswell Baptist Church as a contribution towards the cost of a security fence and gate.

8.2 Application To The Riccarton/Wigram Community Board's 2008/09 Youth Development Scheme – Madison Coster

That the Board allocate \$500 from the 2008/09 Youth Development Fund as a contribution to travel costs for Madison Coster to compete in the Central Trampolining Championships in Auckland and Extreme Trampoline Championships in Gisborne

8.3 Application to the Riccarton/Wigram Community Board's 2008/09 Youth Development Scheme – Vincent Curd

That \$300 be allocated from the Riccarton/Wigram 2008/09 Youth Development Fund to Vincent Curd as a contribution towards costs involved in attending the International Future Problem Solving Conference in Michigan.

9. ELECTED MEMBERS' INFORMATION EXCHANGE

Nil.

10. RESOLUTION TO EXCLUDE THE PUBLIC

The Committee resolved that the resolution set out on page 8 of the agenda be adopted.

The meeting concluded at 6.55pm.

5. 5. 2009

- 75 -

13. **COMMUNITY BOARD ADVISERS UPDATE**

14. **ELECTED MEMBERS' INFORMATION EXCHANGE**

15. **MEMBERS' QUESTIONS UNDER STANDING ORDERS**