

DISTRICT PLAN TEXT AMENDMENTS

KEY:

1. Text Amendments as Notified by Council and included in Proposed Plan Change 14

For the purposes of this plan change any unchanged text is shown as normal text or in **bold**, any text proposed to be added by the plan change as notified is shown as **bold underlined** and text to be deleted as ~~**bold strikethrough**~~.

Text in **green** font identifies existing terms defined in *Chapter 2 – Definitions*.

Where the proposed plan change contains a term defined in *Chapter 2 – Definitions*, the term is shown as **bold underlined text in green** and the wording to be deleted is shown as ~~**bold strikethrough in green**~~. New definitions in Chapter 2 and within a provision (including a rule) is shown as **bold green text underlined in black**.

Text in **blue** font indicates existing links to other provisions in the District Plan and/or external documents. These will have pop-ups and links, respectively, in the on-line Christchurch District Plan. Where the proposed plan change contains a new link, it is shown as **bold underlined text in blue**. Where a link is proposed to be deleted, it is shown as ~~**bold strikethrough in blue**~~.

2. Text as Recommended in s42A Reports

Text as recommended to be added within s42A reports is shown as **purple bolded and underlined**. Text as recommended to be deleted within s42A reports is shown as ~~**purple bolded strikethrough**~~.

3. Text Amendments from Expert Conferencing/Joint Witness Statements

Text in **dark orange** font is recommended additional text from expert conferencing/joint witness statements.

Text in ~~**dark orange strikethrough**~~ is recommended deleted text from expert conferencing/joint witness statements.

4. Additional Text Amendments to s42A Reports in Response to Matters Raised During Hearings

Text in **bold dark orange underlined** indicates text recommended to be added.

Text in ~~**bold dark orange strikethrough**~~ indicates text recommended to be deleted.

Text in **bold orange text underlined in black** indicates text that was proposed to be deleted in the s42A report but is now recommended to be reinstated.

13.3 Specific Purpose (Airport) Zone

13.3.1 Introduction

- a. The Specific Purpose (Airport) Zone contains facilities associated with the operations of Christchurch International Airport including runways, airport buildings and surrounding land used for airport support services.
- b. The Specific Purpose (Airport) Zone recognises:
 - i. the substantial physical resources provided by the Airport;

- ii. the role of the Airport as 'Strategic Infrastructure';
 - iii. the need to provide for continued use and development of the Airport, and the importance of its wider economic role for Canterbury and the South Island; and
 - iv. the likely continuation of the designation for 'Airport Purposes'.
- c. The Specific Purpose (Airport) Zone is bounded in the north by McLeans Island and Jessons Roads, to the west by Pound Road, to the east by Russley Road and extends southwards to Grays and Ryans Roads. A substantial area has been zoned in the plan for expansion of airport freight operations, known as Dakota Park, and this area is also subject to the airport purposes designation (refer [Chapter 10 - D1](#)).
- d. There has been substantial growth in passenger numbers and freight volumes, both domestic and international, and a continuation of this steady growth in both visitor numbers and freight, servicing and economic activity is expected. This will have implications for the range and extent of development within the airport zone itself, and beyond.
- e. The airport zone is mainly surrounded by the Rural Waimakariri and Rural Urban Fringe Zones, and the extent of development within this is important as far as airport operations are concerned, particularly with regard to the effects of aircraft noise and public safety. This also has an impact to a lesser extent on parts of the Rural Quarry as well as the Specific Purpose (Golf Resort) zone.
- f. The zone permits both Aviation operations and a range of freight, traveller and employee servicing activities together with some business development. This approach recognises the economic benefits from clustering business activities which can share servicing infrastructure and enhanced air and highway freight accessibility, a situation that could not be attained in any other business area in the City. However, activities which would result in significant adverse effects on the airport itself, or conflict with the urban growth strategy for the whole of the City, are restricted within the zone provisions.

Environmental results anticipated

- a. Continuing development and intensification of building and airport support activities on the eastern side of the zone between Russley Road and the main airport runway.
- b. High noise impacts, both from and within the zone, associated with aircraft movements, aircraft testing and maintenance.
- c. Development of general (and military) aviation support facilities on the western side of the zone between Pound Road and the main runway.
- d. Relatively high levels of traffic generation both to and from the airport zone, but with protection of the Russley Road frontage from commercial access in reflection of its role as a major arterial route.

- e. An effective transportation network to and from the Specific Purpose (Airport) zone, with the direction of airport traffic to and from the city via Memorial Ave and Harewood Road, and to a lesser extent, Wairakei Road.
- f. High standards of amenity and landscaping around the edge of the airport zone and along major roads within the airport zone, but particularly on the Russley Road, Memorial Avenue and Jessons Road frontages.
- g. Containment of any hazardous substances stored within the airport 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.
- h. Co-ordination and management of activities in the airport zone and the surrounding rural zones to minimise incompatible activities, particularly in respect to activities which are sensitive to aircraft noise.
- i. Continued and enhanced economic and social activity at the Airport including provision for visitor, traveller and employee services, air freight and logistics, and employment opportunities.

13.3.2 Objectives and Policies

13.3.2.1 Objective - Role of the Specific Purpose (Airport) Zone

- a. The efficient use and development of the land, infrastructure and operational facilities at the Christchurch International Airport, where such use and development:
 - i. provides for economic and social benefits to the region;
 - ii. supports the effective integration of Airport development and strategic transport networks;
 - iii. supports the needs of travellers, workers within the zone, and visitors to services within the zone;
 - iv. avoids significant adverse distributional effects on the Central City, Key activity centres, and neighbourhood centres;
 - v. is compatible with the overall urban form of the City;
 - vi. achieves a standard of amenity reflective of the role and functions of the Airport, and a high level of safety in this area.

Explanation and reasons

- a. Operational facilities present in the established and developing Airport include a main runway and a single cross-wind runway, taxiways, terminal, support and engineering facilities, and US Antarctic Operations. Non-operational activities incorporate a range of logistics and distribution freight activities, tourist and employee service activities and a range of supporting commercial

activities. The Christchurch International Airport contains significant land holdings and physical resources, and is well integrated with infrastructure including strategic transport networks, and sewer and water provision. All activities at the Airport need to be appropriately located to ensure the efficient use of the Specific Purpose (Airport) Zone.

- b. The Airport competes in national and international aviation markets to attract airlines, services, businesses, investors and employees. It generates significant economic and social benefits to the Canterbury Region and acts as a gateway to the South Island. Providing for a greater diversity of business activities at the Christchurch International Airport will also support further growth in air travel, freight and logistics demand in the future. New activity not currently present in any other business area in the city may also gain efficiencies and economies of scale from this location. However, any expansion of the range of business activities will also need to be compatible with the City's business distribution strategy and overall urban form.
- c. Within the Airport land there are a wide range of activities established that service the visiting public. Over time this has evolved to provide services that meet the needs of employees based at the airport, and to provide other niche services, linked to airport activities.
- d. Most of the Airport environment is characterised by airport operations, including runways, terminals, fuelling and mechanical engineering facilities, and other large utilitarian buildings associated with air freight and logistics. Specific areas are also enclosed with security fencing so as to ensure public and airline safety. Accepting these functional requirements, it is still necessary to ensure a good standard of visual amenity and pedestrian access on the public roads within the airport. The airport is one of the principal gateways to the South Island and it is therefore especially important that there is a high standard of visual amenity along Memorial Avenue and Russley Road, at the Airport entry and exit points, and within the central part of the Development Precinct where the needs of visitors and passengers are a focus.
- e. Control of noise is also an amenity issue, primarily managed in the Plan through airport noise contours and noise insulation standards for activities which are exposed to higher levels of noise. (Refer [Objective 3.3.123\(b\)\(iii\)A-C](#), [Policy 17.2.2.10](#), [Policy 6.1.2.1.5 \(a\) and \(b\)](#) and [Policy 6.1.2.1.2](#))

13.3.2.1.1 Policy - Specific Purpose (Airport) Zone

- a. To promote the ongoing sustainable development and operation of the Christchurch International Airport and facilitate a planned approach to its future development, in a manner that:
 - i. identifies precinct areas within the Airport with distinct character and uses including:

- A. An Aviation Precinct which provides for aviation operations and expansion, and
 - B. A Development Precinct which supports a mix of business activity including freight services, retail, and tourist and visitor/workforce support activities.
- ii. provides for a range of business activity, where such activities would not:
- A. constrain airport/aviation operations; or
 - B. result in significant adverse effects on urban form, including on the role, function, viability and amenity of the Central City, Key activity centres and neighbourhood centres; or
 - C. lead to significant adverse effects on transportation networks including the state highway; or
 - D. be incompatible with the character and standards of amenity of Christchurch International Airport; or
 - E. adversely affect the visual amenity of the rural area surrounding the airport.
- iii. limits the nature and extent of retail and office activities, to those which provide for the reasonably foreseeable needs of travellers, workers within the zone, and visitors to services within the zone.;
- iv. accommodates future development of the Airport, whilst:
- A. having regard to effects on amenity values, including the relationship between buildings, roads, car parks, signage and landscaping, and the functions and character of the Christchurch International Airport;
 - B. ensuring the visual importance of the frontages of Memorial Avenue, Johns Road, McLeans Island Road, Jessons Road and Russley Road are safeguarded through specific consideration of building setbacks and landscaping;
 - C. ensuring noise sensitive activities within the airport area do not restrict effective and efficient Airport operation and development;
- v. avoids the establishment of noxious industry.

Explanation and reasons

- a. There are significant positive effects for the region, the wider South Island, and New Zealand as a whole arising from the sustainable operation and development of the Christchurch International Airport. The Airport is critical to support the wider community, and also to provide for the on-going social and economic wellbeing of Canterbury. The Airport is a significant economic provider and also provides major employment opportunities.

- b. The Airport's core business is to be a safe, efficient airport operator, providing appropriate facilities for airport and aviation users. It also provides a wide range of complementary services and activities. As such, it is important to recognise that the Airport has distinct, but inter-related areas, with different characteristics and roles. The identification of separate precincts provides for the targeted application of standards that ensure any adverse effects of such activities can be avoided, remedied or mitigated. The zone is divided into two precincts:
 - i. The Aviation Precinct: those areas necessary for core aviation operations and functions, and includes areas used for maintenance and engineering, and Antarctic Operations, the Canterbury Aero Club Inc. and the International Aviation Academy of New Zealand Limited. Activities provided for typically generate significant noise and are similar in character to industrial activities.
 - ii. The Development Precinct: the remainder of the zone where substantial development exists and in which it is anticipated that future development will occur. This encompasses the terminal buildings themselves and the mixed use areas extending from the terminal buildings down Memorial Avenue, and existing businesses elsewhere in the zone. This area provides for regional, national and international logistics and distribution businesses, freight services, light industrial support activities, and interim uses such as rental car parking and car storage, as well as commercial, retail and tourist related activities which provide services for travellers, visitors and employees. It also incorporates car parking areas and some other business activities that are compatible with airport operations.
- c. These precincts are shown on a Precinct Plan included in [Appendix 13.3.8.1](#) and link to rules managing activities within the zone.
- d. Christchurch International Airport is a nationally and regionally significant infrastructural and transport hub, and is ideally placed to contribute to Canterbury's economic and employment growth. The United States Antarctic Operations are currently located west of Orchard Road within the Airport, and these facilities provide the gateway to the United States Antarctic Programme at McMurdo Station. It is essential to maintain appropriate security for these operations. There is limited potential for short to medium term growth in this location.
- e. The provision of a range of appropriate business activities in the area needs to remain compatible in character and amenity with more traditional aviation based activities undertaken at the Airport. The further development of such activities would also help to service the considerable visitor, employment and business markets served by a modern Airport and its associated infrastructure.
- f. The policy seeks to ensure that a wider diversity of business activities at the airport does not conflict with the strategic aims of efficiently and effectively utilising business land in the Central

City, Key Activity Centres and neighbourhood centres. The provisions of retail and office activities within the zone are to be focussed on the needs of travellers, workers and visitors to activities within the zone. These include offices directly related to aviation activities and those supporting the functioning of activities anticipated to occur in this area. Additional retail and office activities beyond these functions can be accommodated to a limited degree where they will not significantly impact on how key activity centres or the Central City function.

- g. In the areas that are most accessible to the public, development should take place in a manner that ensures a good standard of amenity. In relation to Memorial Avenue and Russley Road which are principal gateways into the City, and in the case of Memorial Avenue its historical importance, high standard of visual amenity is required, including specific consideration of building setbacks and landscaping. Amenity for pedestrians is particularly important along Memorial Avenue connecting to the main terminal building.
- h. Other Sections of the Replacement District Plan (principally [Chapters 3](#) and [6](#)), cover noise sensitive activities in the vicinity of the airport and these are also limited within the Specific Purpose (Airport) Zone.
- i. While the Airport provides for a wide range of activities, there is a need to avoid the establishment of activities considered inappropriate, based on either their effects on the surrounding environment (e.g. noxious industry), incompatibility with established activities (e.g. high traffic generators), or significant effects on the Central City, key activity centres and neighbourhood centres.

13.3.3 How to interpret and apply the rules

- a. The rules that apply to activities in the Specific Purpose (Airport) Zone are contained in:
 - i. The Activity Status Tables (including Activity Specific Standards) in this Chapter.
 - ii. The Activity Status Tables and Standards in the following chapters:
 - [4 Hazardous Substances and Contaminated Land](#);
 - [6 General Rules and Procedures](#);
 - [7 Transport](#);
 - [8 Subdivision, Development and Earthworks](#);
 - [9 Natural and Cultural Heritage](#);
 - [10 Designations](#); and
 - [11 Utilities and Energy](#).

13.3.4 Rules – Specific Purpose (Airport) Zone

13.3.4.1 Activity status tables

13.3.4.1.1 Permitted activities

- a. The activities listed below are permitted activities, subject to compliance with all the Activity Specific Standards set out in this table and the Activity Specific Standard in [13.3.5](#).
- b. Activities may also be controlled, restricted discretionary, discretionary, non-complying or prohibited as specified in [Rules 13.3.4.1.2](#), [13.3.4.1.3](#), [13.3.4.1.4](#), [13.3.4.1.5](#) and [13.3.4.1.6](#).

Activity		Activity Specific Standards
P1	Any activity associated with the operation of the Airport, including taxiways, and other aircraft movement areas and aprons, terminals, rescue facilities, navigation and safety aids and facilities, maintenance and servicing facilities, catering facilities, air freight facilities, quarantine and incinerating facilities, fuelling facilities, stormwater facilities, roads, landscaping and aviation signage.	NIL
P2	Any activity associated with commercial, recreational, or military aviation, including any ancillary maintenance and support facilities, navigation, meteorological and aircraft operational facilities.	NIL
P3	Support facilities and activities which enable an airport to function e.g. terminals and customs and quarantine facilities.	NIL
P4	Runways, aircraft operations, and the testing of aircraft engines on the wing.	a. Shall be confined to the Aviation Precinct set out in Appendix 13.3.8.1 .

P5	Residential units	<ul style="list-style-type: none"> a. Shall be confined to the Development Precinct set out in Appendix 13.3.8.1. b. Shall be located outside the 65 Ldn/95 SEL dBA contour. c. All amenities and sleeping areas shall be fully enclosed and comply with the 'Indoor design sound levels' for 'sleeping areas' or 'other habitable areas' as specified in Rule 6.1.7.2.2 with no private outdoor space provided. d. Shall be for personnel or trainees associated with the aviation or Antarctic operations of the airport, and which is for short term stay of no more than twelve months.
P6	Visitor accommodation including ancillary offices and fitness facilities, and the provision of goods and services primarily for the convenience of guests.	<ul style="list-style-type: none"> a. Shall be confined to the Development Precinct set out in Appendix 13.3.8.1. b. Shall be located outside the 65 Ldn/95 SEL dBA contour c. All amenities and sleeping areas are fully enclosed and comply with the 'Indoor design sound levels' for 'relaxing and sleeping' as specified in Rule 6.1.7.2.2.
P7	Places of entertainment, conference facilities, and tourist based ventures	<ul style="list-style-type: none"> a. Shall be confined to the Development Precinct set out in Appendix 13.3.9.1.
P8	Education facilities (excluding pre-schools)	<ul style="list-style-type: none"> a. Shall be confined to the Development Precinct set out in Appendix 13.3.8.1. b. Shall be provided for persons working in the Airport zone and passengers and visitors using the airport, or associated within aviation activities at the airport, or with the Antarctic programme.

P9	Retail activities (excluding supermarkets) and yard based suppliers.	<ul style="list-style-type: none"> a. Shall be confined to the Development Precinct set out in Appendix 13.3.8.1. b. Shall not exceed a total gross leasable floor area within the zone of 1,400m², provided that no single tenancy shall exceed 450m² of gross leasable floor area, except that this limit does not include: <ul style="list-style-type: none"> i. Any retail activity inside the terminal buildings; and ii. Food and beverage outlets.
P10	Supermarket	<ul style="list-style-type: none"> a. Shall be confined to the Development precinct set out in Appendix 13.3.8.1; b. Shall be limited to one Supermarket not exceeding 2,700m² GLFA.
P11	Offices or commercial services within the Development Precinct shown in Appendix 13.3.8.1	<ul style="list-style-type: none"> a. Shall be located inside the terminal buildings.
P12	Offices for aviation administration purposes, and offices ancillary to permitted activities	<ul style="list-style-type: none"> a. Shall be confined to the Development Precinct set out in Appendix 13.3.8.1.
P13	Dispatch and receipt of freight and ancillary facilities	<ul style="list-style-type: none"> a. Shall be confined to the Development Precinct set out in Appendix 13.3.8.1.
P14	Container storage and transfer	<ul style="list-style-type: none"> a. Shall be confined to the Development Precinct set out in Appendix 13.3.8.1.

Activity		Activity Specific Standards
P15	Industrial activities	<ul style="list-style-type: none"> a. Shall be confined to the Development Precinct set out in Appendix 13.3.8.1. b. Shall be limited to: <ul style="list-style-type: none"> i. Freight Depots; ii. Light Manufacturing and servicing; iii. Repair and maintenance services; iv. Warehousing and Distribution Activities.

P16	Vehicle parking	a. Shall be confined to the Development Precinct set out in Appendix 13.3.8.1 .
P17	Service stations and truck stops	a. Shall be confined to the Development Precinct set out in Appendix 13.3.8.1 .
P18	Trade suppliers	a. Shall be confined to the Development precinct set out in Appendix 13.3.8.1 ; b. Shall not generate more than 250 vehicle trips per day and/or provide more than 25 parking spaces.

13.3.4.1.2 Controlled activities

There are no controlled activities.

13.3.4.1.3 Restricted discretionary activities

- a. The activities listed below are restricted discretionary activities.
- b. Discretion to grant or decline consent and impose conditions is restricted to the matters of discretion as set out in the following table.

Activity		The Council's Discretion shall be limited to the following matters:
RD1	Any Permitted Activity that does not meet one or more of the Built Form Standards in 13.3.4.2 , unless otherwise specified.	<ol style="list-style-type: none"> a. Street scene - 13.3.6.1. b. Separation from neighbours - 13.3.6.2 c. Visual amenity - 13.3.6.4 d. Road access to the zone - 13.3.6.5 e. Height - 13.3.6.6
RD2	<ol style="list-style-type: none"> a. Any Permitted Activity that does not meet Built Form Standard 13.3.4.2.3 b. Any application arising from non-compliance with this rule shall not be limited or publicly notified. 	<ol style="list-style-type: none"> a. Open space - 13.3.6.3

RD3	a. Non-compliance with Rule 13.3.4.2.4(a)(i) . b. Any application arising from non-compliance with this rule shall not be limited or publicly notified.	a. Visual amenity - 13.3.6.4
RD4	Trade suppliers that generate more than 250 vehicle trips per day and/or provide more than 25 parking spaces.	a. Traffic effects of the activity

13.3.4.1.4 Discretionary activities

- a. The activities listed below are discretionary activities:

Activity	
D1	Retail activities that do not meet Activity Specific Standard (b) of P10.
D2	Any activity which does not meet the Activity Specific Standard under 13.3.5.1 .

13.3.4.1.5 Non-complying activities

- a. The activities listed below are non-complying activities:

Activity	
NC1	Any activity not provided for as a Permitted, Restricted Discretionary or Discretionary Activity.
NC2	Any Permitted Activity that does not comply with one or more of the Activity Specific Standards, unless otherwise specified.
NC3	Buildings, structures and vegetation which exceed a height which intrudes into any airport height restrictions, identified on the planning maps and in Appendix 6.11.7 .

13.3.4.1.6 Prohibited activities

There are no prohibited activities.

13.3.4.2 Built Form Standards

13.3.4.2.1 Road boundary building setback

- a. Buildings shall be set back a minimum distance from road boundaries as follows:

i.	Russley Road, Johns Road, McLeans Island Road	20m
ii.	Memorial Avenue	20m

iii.	Jessons Road	45m
iv.	Any other road vested in the Council ie Orchard Road, Wairakei Road east of Orchard Road	10m
v.	Any "private road" as defined in Section 315 of the Local Government Act 1974	5m

- b. This rule shall not apply to any "private way" as defined in [Section 315](#) of the Local Government Act 1974.

13.3.4.2.2 Separation from neighbours

- a. Buildings, parking areas or outdoor storage areas shall be set back from the boundary with the Rural Waimakariri and Rural Urban Fringe Zones by a minimum distance of 20m.

13.3.4.2.3 Site coverage

- a. The maximum percentage of site area coverage by buildings shall be 50%.

13.3.4.2.4 Visual amenity

a. Outdoor Storage area	<p>i. Any outdoor storage area on any site with frontage to Russley Road, Johns Road, McLeans Island Road, Jessons Road or Memorial Avenue, other than those for the storage of aircraft or for the hire of vehicles or caravans, shall be screened by shrub planting capable of growing to a minimum height of 2m at maturity maturity. The planting shall be spaced at a maximum of 3m centres with a gap between shrubs of no more than 1m;</p> <p>ii. Any outdoor storage area shall not be sited within the setbacks specified in Clauses 13.3.4.2.1 and 13.3.4.2.2.</p>
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<p>b. Location of landscaping</p>	<p>Landscaping areas shall be provided along road frontages as follows;</p> <ul style="list-style-type: none"> i. A landscaping area shall be provided along Russley Road, Johns Road and McLeans Island Road, and shall be a minimum of 20m deep on any site adjoining the road frontage, exclusive of any road widening required. ii. A landscaping area shall be provided along Memorial Avenue averaging 10m deep on any site on the road frontage, and not less than 5m deep at any point, except for permitted access points. iii. A landscaping area shall be provided along Jessons Road of a minimum depth of 45m from the road frontage, consisting of dense vegetation capable of reaching a height of 1.8m, to screen properties in Jessons Road from any existing or future airport development south of that road, and to provide a limited degree of attenuation of airport and aircraft noise. iv. A landscaping area with a grass surface and/or shrubs shall be provided along any other public or private road frontage and shall be an average of 3m deep on any site on the road frontage, and not less than 1.5m deep at any point except for access points. v. A landscaping area shall be provided along the southern boundary of the Development Precinct, with a minimum depth of 8m from the Rural Urban Fringe Zone boundary. It shall be planted with a mixture of exotic and native trees of a variety of height and form to screen buildings. vi. The minimum average width of a landscape strip shall be calculated by excluding any part of the strip that is further back than the minimum required building setback for the site.
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<p>c. Trees</p>	<ul style="list-style-type: none"> i. Sites with road frontages of at least 10m shall be planted with a minimum of one tree, plus one additional tree for every 10 metres of road frontage (e.g. 10 metres frontage - 2 trees, 20 metres frontage - 3 trees, etc.). ii. Where three or more trees are required these trees shall be planted no more than 15 metres apart, or closer than 5 metres apart. iii. Any trees required shall be planted along the road frontage and in front of any buildings on the site. iv. In addition to (i) - (iii) above: <ul style="list-style-type: none"> A. one tree shall be planted for every 10 car parking spaces provided on the site for dispatch and receipt of freight and ancillary facilities, container storage and transfer activities, and industrial activities; and B. one tree shall be planted for every 5 car parking spaces provided on the site for all other activities; C. where the number of car parking spaces provided results in a fractional number of either 5 or 10 respectively, any fraction that is less than one-half will be disregarded (ie less than 3 or 5 respectively) and any fraction of one-half or more (ie 3-4 or 6-9 respectively) will require one tree to be planted; and D. trees shall be planted within or adjacent to the carparking area. v. Any trees required by this rule shall be of a species capable of reaching a minimum height at maturity maturity of 8 metres and shall be not less than 1.5 metres high at the time of planting. Any trees listed in Appendix 6.11.6 are deemed to comply with this rule.
<p>d. Protection of trees and landscaping</p>	<ul style="list-style-type: none"> i. Any trees required under Clause (c) above shall be located within a landscaping strip (see Clause (b)), or within a planting protection area around each tree, with a minimum dimension or diameter of 1.5 metres. ii. No more than 10% of any landscaping strip (see Clause (b)) and planting protection area shall be covered with any impervious surfaces. iii. Landscaping strips or planting protection areas adjacent to a road boundary or adjacent to or within a carparking area shall be provided with wheel stop barriers to prevent damage from vehicles. Such wheel stop barriers shall be located at least 1 metre from any tree.

e. Maintenance of landscaping	Any landscaping of trees required by these rules shall be maintained, and if dead, diseased, or damaged, shall be replaced.
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Exception from rules:

- a. The provisions for tree planting in [Clause 13.3.4.2.4](#) shall not apply to any sites or parts of sites affected by the airport protection surfaces as identified on the planning maps, and in [Appendix 6.11.7](#).

13.3.4.2.5 Road access to zone

- a. There shall be no direct access to any site within the Specific Purpose (Airport) Zone from Harewood Road, Pound Road, Russley Road, Johns Road, McLeans Island Road, or Jessons Road, except when required for emergency airport maintenance and farming vehicles.

13.3.4.2.6 Height

- a. Buildings, structures and vegetation shall not exceed a height of 20 metres.

13.3.5 Activity Specific Standards for all Activities in the Specific Purpose (Airport) Zone

13.3.5.1 Staging of development - Wastewater upgrade

- a. Until such time as the Riccarton Interceptor sewer catchment network is upgraded to a capacity able to accept an additional peak wet weather flow of at least 30l/s, all wastewater discharges to the Council reticulated wastewater network shall be to the Wairakei Collector. The increased capacity shall be available at the point of Christchurch International Airport Ltd’s discharge. Measurement of the 30l/s additional capacity shall be determined through the Council’s calibrated (wet weather flow) post SCIRT rebuild model.
- b. The total monitored discharge flow into the Wairakei collector during the period defined in (a) shall not exceed a flow rate of 35 litres/second measured and recorded at five minute intervals; except that this standard shall not apply to flows that result from a rainfall event with greater than a five year annual recurrence interval as assessed from data recorded on the Metservice Airport Rain Gauge.
- c. For the purpose of demonstrating clause (b) Christchurch International Airport Ltd shall annually,

on or about the 20th day of January, provide the Council's Environmental Service Manager the results of the previous year's total monitored discharge flows. The monitored flow results shall identify any events where the discharge flow limit in (b) is exceeded and remedial action was undertaken on behalf of Christchurch International Airport Ltd. These calculations and results will be undertaken by a person with appropriate qualifications and experience in wastewater modelling and assessment.

13.3.6 Rules - Matters of Discretion

13.3.6.1 Street scene

- a. The external appearance of vehicle manoeuvring, loading or carparking areas located within the building setback area.
- b. The ability to provide adequate landscaping located within the building setback area, and the quality of that landscaping.
- c. The scale and extent of building within the setback and the form and appearance of the building(s) as viewed from the street or any public place.
- d. The use to be made of the setback space.
- e. Any increased impacts in terms of noise intrusion, including perceived noise intrusion, as a result of a reduced building setback, where this is relevant.

13.3.6.2 Separation from neighbours

- a. Any potential for nuisance effects from activities on adjoining sites in the Rural Waimakariri and Rural Urban Fringe zones.
- b. The potential adverse impacts of activities within the Specific Purpose (Airport) zone on residents in the adjoining Rural Waimakariri and Rural Urban Fringe zones.
- c. The provision of compensating landscaping or screening.
- d. The scale and height of buildings within the reduced setback.
- e. The ability to better utilise the site and provide better environmental quality elsewhere on the site.
- f. The use to be made of the setback space and its visual and other effects.

13.3.6.3 Open space

- a. The ability to provide required landscaping, parking and manoeuvring on the site itself or to

- provide remote parking within reasonable proximity in the Specific Purpose (Airport) zone.
- b. Any adverse effects of increased building coverage particularly on properties in the adjoining Rural Waimakariri and Rural Urban Fringe zones.
 - c. The ability to mitigate any adverse effects of increased coverage by additional landscaping or screening.
 - d. The extent to which increased building coverage is compensated for by increased open space elsewhere in the Specific Purpose (Airport) zone.

13.3.6.4 Visual amenity

- a. The effect of any reduced landscaping in terms of the visual impacts of the buildings in the Specific Purpose (Airport) Zone and the scale of these buildings.
- b. The effect of any reduction in landscaping and screening on the visual impacts of outdoor storage areas.
- c. The extent to which the site is visible from adjoining sites, particularly those in the Rural Waimakariri and Rural Urban Fringe zones and the likely consequences of any reduction in landscaping standards or screening.
- d. Any aspects of the proposal which may compensate for reduced landscaping or screening, including the nature of planting or materials used, the location of parking, manoeuvring or storage areas, and office accommodation.
- e. The visual appearance of the site in terms of the length of road frontage, particularly Russley Road and Jessons Road or along the length of the adjoining Rural Waimakariri and Rural Urban Fringe zone boundaries.
- f. The relative importance of landscaping on the particular site concerned, taking account of the visual quality of the surrounding environment, particularly where a low standard of visual amenity exists and improvement is necessary.
- g. The nature of the activity itself, and any particular adverse visual impacts it may have.
- h. The effect of any reduction in tree planting provision, particularly in respect to the visual character of carparking areas and building scale.
- i. The effect of any tree planting on operational safety or requirements of the airport.
- j. The importance of landscaping, where relevant, as a factor in reducing perceived noise intrusion.

13.3.6.5 Road access to the zone

- a. The likely vehicle numbers and type of traffic through the proposed access point into the zone.
- b. The effect on the safety and efficiency of the adjoining road network particularly State Highway 1.

- c. Any effects of the additional access point on the amenities of the adjoining Rural Waimakariri and Rural Urban Fringe zones.
- d. The location of the proposed access points and the suitability of existing access points elsewhere.

13.3.6.6 Height

- a. The effect of any increased building height on operational safety or requirements of the airport.
- b. The ability to mitigate any adverse effects of increased building height by additional landscaping or screening.
- c. The scale and extent of building that is over height and the form and appearance of the building as viewed from the street or any public place.
- d. The extent to which the building is visible from adjoining sites, particularly those in the Rural Waimakariri and Rural Urban Fringe zones, and the likely consequences of any increase in building height.

13.3.7 Reasons for Rules

13.3.7.1 Street scene

- a. The Specific Purpose (Airport) Zone contains a range of buildings, some of which are very large, such as the hangar in Orchard Road. The scale of the airport operations and the buildings required to service it, justify a reasonable degree of setback from the adjoining road network, some of which fronts Rural Waimakariri and Rural Urban Fringe zones and land occupied by private residences. This setback provision is reinforced by requirements for landscaping.
- b. One of the major reasons for this rule is also to ensure that in addition to landscaping, that the scale of buildings and other activities within the airport is sufficiently set back from major roads to maintain a high standard of amenity adjacent to the airport which is essentially surrounded by a rural environment, and which has a high degree of public "visibility". The zone is also highly visible from State Highway 1 and protection of visual amenity from this important transport corridor is to be maintained.

13.3.7.2 Separation from neighbours

- a. The scale of buildings and operations within the Specific Purpose (Airport) Zone is such that considerable impacts could also be experienced by neighbours within the adjoining Rural Waimakariri and Rural Urban Fringe zones, particularly around the southern fringe of the airport and adjacent to Jessons Road. In recognition of the relatively large building set-backs

required on road frontages, and the need to protect the amenities of rural residents, a reasonably generous set-back provision from the rural zone boundary is required in order to protect the amenities of persons in that zone.

13.3.7.3 Open space

- a. The open space rule relates to a maximum building coverage on any site within the Airport Zone. This provision has been incorporated to ensure that sufficient open space is provided around buildings, many of which within the zone are likely to be very large and some are of a distinctly utilitarian appearance. The open space requirement provides some visual relief from this, and also provides scope for landscaping to reduce the visual impacts of such buildings. To a large extent this provision is similar to those applicable in business zones in industrial areas. It also reflects the fact that in the case of the Specific Purpose (Airport) Zone in particular, the surrounding environment is largely a rural one, and is highly visible to the public especially from State Highway 1, and while it is recognised that the operations of an airport must inevitably involve the provision of very large buildings, this needs to be balanced to at least some degree by provision for adequate open space around these buildings.

13.3.7.4 Visual amenity

- a. The rules relating to visual amenity are similar to those for industrial business zones. The reasons for the requirements for landscaping are in order to protect the visual amenities of persons residing in the Rural Waimakariri and Rural Urban Fringe zones surrounding the airport, and also to have a pleasing environment which is appropriate within the surrounding rural area notwithstanding the large scale of buildings and activities within the zone.
- b. In addition to this, the airport is located on a major transport route (State Highway 1) and is the access point for many visitors into the city. Accordingly, it is important that the visual amenity of the airport area, as seen from major roads and as experienced from within the main visitor areas of the zone, is of a high standard, and accordingly a high degree of landscaping in association with setbacks is required on major routes in and around the airport.
- c. The rules require trees to be planted protected and maintained. These provisions act to ensure the landscaping is and remains of reasonable quality and appearance.

13.3.7.5 Road access to zone

- a. The Plan provisions for the Specific Purpose (Airport) Zone include restrictions on access points into the Zone. The reason for these rules relates primarily to the safety and efficiency of the roading network, and in particular State Highway 1 along Russley Road and Johns Road, where access points are to be confined to existing roads entering onto this route.

- b. Similarly, McLeans Island Road is also protected from direct access in order to reflect its function as an access to a major recreational area and in acknowledgement of the alignment of this road. Restrictions are also provided to Jessons Road on the northern edge of the airport in order to protect the residents of that road from any undue impacts from activities that may ultimately be developed in the Airport Zone. Harewood Road merits protection in a similar manner given its function as a connector road / connection between the state highway and Orchard Road, and given the close spacing of the existing intersections. Pound Road provides a through road function that also needs to be protected from new access points.

13.3.7.6 Activities within the Specific Purpose (Airport) Zone

- a. Activities within the Specific Purpose (Airport) Zone are anticipated to be largely those associated with the operation of the airport and aviation services. In addition there is a diverse range of services providing for travellers, workers and visitors, along with freight and logistics services, and employment opportunities, where these are compatible with City form and growth.
- b. As parts of the zone have distinctly different functions, a precinct approach has been applied to the zone to differentiate between activities anticipated to occur in each area. Primarily this differentiates between the “airside” area where the main aviation activities occur and the remaining land that provides support facilities and land capable of supporting development.
- c. The rules permit all activities necessary for the operation of the airport and aviation activities in both precincts. Beyond these, restrictions are imposed on activities to ensure they are appropriate to this location.
- d. The zone is subject to considerable noise intrusion from airport operations and the movement of aircraft both during the day and night. Any residential activity, **visitor accommodation** or preschool facility must be outside the 65 Ldn/95 SEL dBA noise contour.
- e. Facilities of benefit to visitors and workers within the zone are provided for. This includes educational facilities and tourist based ventures such as the Antarctic Centre.
- f. Specific limits on the scale and extent of retail, commercial and office activities that may establish in the zone are imposed to discourage a wide range of activities occurring in a way that could unduly restrict airport related uses, or create significant adverse distributional effects on the Central City, key activity centres or neighbourhood centres.
- g. Similarly the types of industrial activities are limited to ensure compatibility within the zone and the other activities occurring in this area.
- h. Trade suppliers have been enabled subject to scrutiny of traffic effects along with a range of support activities which are appropriately located in this zone close to the airport and main

transport routes.

13.3.7.7 Height

- a. The limitations on height in the Specific Purpose (Airport) Zone are primarily attributable to the safety of aircraft operations. The purpose and use of buildings and structures required in the airport zone are such that it is likely that large buildings of considerable height may need to be erected and a number already exist within the airport zone.
- b. The provisions on maximum height therefore are set according to the operational needs of aircraft and are consistent with aircraft operating requirements. Maximum height is managed through the use of airport protection surfaces. For reasons of aircraft safety, no buildings, structures or vegetation must be allowed to penetrate into these protection surfaces.
- c. Other provisions in the Plan relating to landscaping and setbacks are considered to offer sufficient protection for any adverse effects that may occur as a result of building activity within the Specific Purpose (Airport) Zone, in conjunction with a 20m height maximum where this is less than the level of the airport protection surfaces ([Appendix 6.11.7](#)).

13.3.7.8 Retail Activity - Supermarket

- a. A supermarket up to the scale specified in the community standard would be appropriate to service the zone, including travellers, visitors, and workers within the zone. Beyond this scale there is the potential for adverse impacts to occur, including distributional effects on nearby commercial centres. Thus an increase in supermarket activity within the zone is not anticipated to occur, except where it will clearly not cause wider adverse effects.

13.3.7.9 Staging of development

- a. The ability of the existing wastewater network to service development and land use within the zone is limited in capacity, until upgrade works are completed. In order to avoid a situation where building development or land use cannot be adequately serviced, it is necessary to limit the extent of development that can occur prior to the planned increase in network capacity and to ensure that these only connect to the Wairakei Collector. Therefore a staging rule which establishes a monitoring and management regime applies as an interim measure.
- b. Rules have not been included to require specific road intersection upgrades but a Memorandum of Understanding between the Council and CIAL has been established to put in place both short term and longer term improvements at the intersection of Orchard Road and Wairakei Road.

13.3.8 Appendices

Appendix 13.3.8.1 Airport Precinct Plan - Specific Purpose (Airport) Zone

