

Appendix 10 Recommendations on submissions

HEARINGS REPORT BY AGENDA: 26

WESTPARK RANGIORA LTD

<i>Ref</i>	<i>Relief Sought</i>	<i>Recommendation and reasons</i>	<i>Amendment to plan</i>	<i>Ashby Cons</i>
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Ashby Consulting Engineering (Christchurch) Ltd

83.1

Decline application.

Reject

The ODP area is some distance (approx. 1.8km) from the airfield and I consider it unlikely, given the type of aircraft that operate from the airfield, that there will be an adverse noise effect on residential properties within the ODP area. The ODP area also does not appear to be within the flight path of any runway, or under any standard flight circuit associated with the runways.

N/A

Further subs:

Avionics Canterbury Wide Ltd

84.1

Decline application.

Reject

The ODP area is some distance (approx. 1.8km) from the airfield and I consider it unlikely, given the type of aircraft that operate from the airfield, that there will be an adverse noise effect on residential properties within the ODP area. The ODP area also does not appear to be within the flight path of any runway, or under any standard flight circuit associated with the runways.

NA

Further subs:

Bannister, Ronald**87.1**

Decline application.

Reject

The ODP area is some distance (approx. 1.8km) from the airfield and I consider it unlikely, given the type of aircraft that operate from the airfield, that there will be an adverse noise effect on residential properties within the ODP area. The ODP area also does not appear to be within the flight path of any runway, or under any standard flight circuit associated with the runways.

NA

*Further subs:***Bell, Chris****88.1**

Decline application.

Reject

The ODP area is some distance (approx. 1.8km) from the airfield and I consider it unlikely, given the type of aircraft that operate from the airfield, that there will be an adverse noise effect on residential properties within the ODP area. The ODP area also does not appear to be within the flight path of any runway, or under any standard flight circuit associated with the runways.

NA

*Further subs:***Bizzart****89.1**

Decline application.

Reject

The ODP area is some distance (approx. 1.8km) from the airfield and I consider it unlikely, given the type of aircraft that operate from the airfield, that there will be an adverse noise effect on residential properties within the ODP area. The ODP area also does not appear to be within the flight path of any runway, or under any standard flight circuit associated with the runways.

NA

Further subs:

Brittan, Richard

90.1

Impose a requirement that no earthworks are commenced until the Council receives an engineer's assurance that there will not be an overflow south over Oxford Road.

Further subs:

Reject

Earthworks are a subdivision detail dealt with at the time of subdivision application. NA

90.2

Require an update for traffic movements including on a race day prior to making a decision and adjust conditions as necessary.

Further subs:

Reject

Traffic counts used in the assessment are appropriate for the purpose of the Plan Change request. NA

90.3

Delete any reference to Lehmans Road as a collector road or notify a formal amendment to the District Plan.

Further subs:

Reject

The status of Lehmans Road is not to be changed as part of this request for a plan change. The changing of road status is done through a different process as is deemed to be required given traffic patterns at the time. NA

90.4

Delete the proposed road, shown between the transmission lines.

Further subs:

Reject

The request Outline Development Plan shows provision for a road corridor under the transmission lines which will align with the proposed western bypass route using Lehmans Road. This is appropriate to ensure the request provides for this potential future development. NA

Bull, Fredrick

91.1

Decline application.

Further subs:

Reject

The ODP area is some distance (approx. 1.8km) from the airfield and I consider it unlikely, given the type of aircraft that operate from the airfield, that there will be an adverse noise effect on residential properties within the ODP area. The ODP area also does not appear to be within the flight path of any runway, or under any standard flight circuit associated with the runways. NA

Burdekin, Bruce

92.1

Decline application.

Reject

The ODP area is some distance (approx. 1.8km) from the airfield and I consider it unlikely, given the type of aircraft that operate from the airfield, that there will be an adverse noise effect on residential properties within the ODP area. The ODP area also does not appear to be within the flight path of any runway, or under any standard flight circuit associated with the runways.

NA

Further subs:

Buzzard Engineering

93.1

Decline application.

Reject

The ODP area is some distance (approx. 1.8km) from the airfield and I consider it unlikely, given the type of aircraft that operate from the airfield, that there will be an adverse noise effect on residential properties within the ODP area. The ODP area also does not appear to be within the flight path of any runway, or under any standard flight circuit associated with the runways.

NA

Further subs:

Campbell, Patricia & Alistair

94.1

Decline application.

Reject

The ODP area is some distance (approx. 1.8km) from the airfield and I consider it unlikely, given the type of aircraft that operate from the airfield, that there will be an adverse noise effect on residential properties within the ODP area. The ODP area also does not appear to be within the flight path of any runway, or under any standard flight circuit associated with the runways.

NA

Further subs:

Canterbury Aero Club

85.1

Decline application.

Reject

The ODP area is some distance (approx. 1.8km) from the airfield and I consider it unlikely, given the type of aircraft that operate from the airfield, that there will be an adverse noise effect on residential properties within the ODP area. The ODP area also does not appear to be within the flight path of any runway, or under any standard flight circuit associated with the runways.

NA

Further subs:

Canterbury Recreational Aircraft Club

95.1

Decline application.

Reject

The ODP area is some distance (approx. 1.8km) from the airfield and I consider it unlikely, given the type of aircraft that operate from the airfield, that there will be an adverse noise effect on residential properties within the ODP area. The ODP area also does not appear to be within the flight path of any runway, or under any standard flight circuit associated with the runways.

NA

Further subs:

Canterbury Regional Council

86.1

Approve application.

Accept in Part

The request will not give effect to all the Objectives and Policies of the Regional Policy Statement, will not assist the Waimakariri District Council to carry out its functions, will not achieve the purpose of the Resource Management Act 1991, will not achieve the outcomes sought by all the Objectives and Policies of the District Plan. It is, however, consistent with the outcomes sought in the Land Use Recovery Plan.

NA

Further subs:

Craigie, Russell

96.1

Decline application.

Reject

The ODP area is some distance (approx. 1.8km) from the airfield and I consider it unlikely, given the type of aircraft that operate from the airfield, that there will be an adverse noise effect on residential properties within the ODP area. The ODP area also does not appear to be within the flight path of any runway, or under any standard flight circuit associated with the runways.

NA

*Further subs:***Duff, Bruce & Stella**

122.1

Decline application and take a conservative view when considering applications for new development into Farmland.

Reject

The request area is adopted as a greenfield priority area for growth of Rangiora. The proposal includes measures to ensure adverse effects to amenity and character are avoided or mitigated. It is important to ensure an appropriate visual amenity is maintained at the residential/rural interface.

Amend Rule 31.1.1.47 to read as in Appendix 11.

*Further subs:***Elder, James**

97.1

Decline application.

Reject

The ODP area is some distance (approx. 1.8km) from the airfield and I consider it unlikely, given the type of aircraft that operate from the airfield, that there will be an adverse noise effect on residential properties within the ODP area. The ODP area also does not appear to be within the flight path of any runway, or under any standard flight circuit associated with the runways.

NA

Further subs:

Falconer, Lachlan

98.1

Decline application.

Reject

The ODP area is some distance (approx. 1.8km) from the airfield and I consider it unlikely, given the type of aircraft that operate from the airfield, that there will be an adverse noise effect on residential properties within the ODP area. The ODP area also does not appear to be within the flight path of any runway, or under any standard flight circuit associated with the runways.

NA

*Further subs:***Farmlands Park Trust**

99.1

Decline application.

Accept in Part

The request will not achieve the purpose of the Act and will not result in sound resource management outcomes due to the displacement of floodwater to other areas. Better east-west connectivity could be achieved by a link to the Brick Kiln Lane area. However, the request is consistent with most of the outcomes sought in the relevant statutory documents, is consistent with the West Rangiora Structure Plan, provides an appropriate urban design and location for comprehensive residential development, and generally provides appropriate connections to existing road networks. It is important to ensure an appropriate visual amenity is maintained at the residential/rural interface.

Amend ODP to show road linkage to Brick Kiln Lane area.
Amend Rule 31.1.1.47 to read as in Appendix 11.

*Further subs:***Greenwood, Brian**

100.1

Decline application.

Reject

The ODP area is some distance (approx. 1.8km) from the airfield and I consider it unlikely, given the type of aircraft that operate from the airfield, that there will be an adverse noise effect on residential properties within the ODP area. The ODP area also does not appear to be within the flight path of any runway, or under any standard flight circuit associated with the runways.

NA

Further subs:

Healey, Martin

101.1

Decline application.

Reject

The ODP area is some distance (approx. 1.8km) from the airfield and I consider it unlikely, given the type of aircraft that operate from the airfield, that there will be an adverse noise effect on residential properties within the ODP area. The ODP area also does not appear to be within the flight path of any runway, or under any standard flight circuit associated with the runways.

NA

*Further subs:***Kippenberger Holdings Ltd**

102.1

Decline application, unless provision is put into place by developers to prevent flooding of surrounding areas.

Accept

The request will result in displacement of floodwater to the north and south-west in larger events which will increase flood depth in these areas.

Amend ODP to show overland flow paths in the north and from the south-eastern cul-de-sac head.

*Further subs:***Kivi, Bruce**

119.1

Decline application.

Reject

The ODP area is some distance (approx. 1.8km) from the airfield and I consider it unlikely, given the type of aircraft that operate from the airfield, that there will be an adverse noise effect on residential properties within the ODP area. The ODP area also does not appear to be within the flight path of any runway, or under any standard flight circuit associated with the runways.

NA

*Further subs:***Larson, Stuart**

103.1

Decline application.

Reject

The ODP area is some distance (approx. 1.8km) from the airfield and I consider it unlikely, given the type of aircraft that operate from the airfield, that there will be an adverse noise effect on residential properties within the ODP area. The ODP area also does not appear to be within the flight path of any runway, or under any standard flight circuit associated with the runways.

NA

Further subs:

Martin, Glenn

104.1

Decline application.

Reject

The ODP area is some distance (approx. 1.8km) from the airfield and I consider it unlikely, given the type of aircraft that operate from the airfield, that there will be an adverse noise effect on residential properties within the ODP area. The ODP area also does not appear to be within the flight path of any runway, or under any standard flight circuit associated with the runways.

NA

Further subs:

Mitchell, David

105.1

Decline application.

Reject

The ODP area is some distance (approx. 1.8km) from the airfield and I consider it unlikely, given the type of aircraft that operate from the airfield, that there will be an adverse noise effect on residential properties within the ODP area. The ODP area also does not appear to be within the flight path of any runway, or under any standard flight circuit associated with the runways.

NA

Further subs:

Parkinson, Margaret

106.1

Decline application.

Reject

The ODP area is some distance (approx. 1.8km) from the airfield and I consider it unlikely, given the type of aircraft that operate from the airfield, that there will be an adverse noise effect on residential properties within the ODP area. The ODP area also does not appear to be within the flight path of any runway, or under any standard flight circuit associated with the runways.

NA

Further subs:

Pennell, Christopher

107.2

Decline application.

Reject

The ODP area is some distance (approx. 1.8km) from the airfield and I consider it unlikely, given the type of aircraft that operate from the airfield, that there will be an adverse noise effect on residential properties within the ODP area. The ODP area also does not appear to be within the flight path of any runway, or under any standard flight circuit associated with the runways.

NA

*Further subs:***Rangiora Aircraft Engineering**

108.1

Decline application.

Reject

The ODP area is some distance (approx. 1.8km) from the airfield and I consider it unlikely, given the type of aircraft that operate from the airfield, that there will be an adverse noise effect on residential properties within the ODP area. The ODP area also does not appear to be within the flight path of any runway, or under any standard flight circuit associated with the runways.

NA

*Further subs:***Ryman Healthcare Ltd**

109.1

Decline application entirely, subject to relief sought by submission points 109.2 and 109.3.

Accept

The Council's 3 Waters Manager has assessed that development of the ODP area, as applied for, will result in displacement and diversion of floodwaters in large scale events that will increase flooding to the north and south-west. While there are mechanisms available to mitigate this, these have not been included as part of the request. It is important to ensure an appropriate visual amenity is maintained at the residential/rural interface.

Amend ODP to show overland flow paths in the north and from the south-eastern cul-de-sac head. Amend Rule 31.1.1.47 to read as in Appendix 11.

Further subs:

<i>Ref</i>	<i>Relief Sought</i>	<i>Recommendation and reasons</i>	<i>Amendment to plan</i>	<i>Ryman Heal</i>
109.2	Ensure efficient use of services in this location and ensure the plan change does not affect the availability of services, including water supply.	Accept The Council's 3 Waters Manager has assessed that development of the ODP area, as applied for, will result in displacement and diversion of floodwaters in large scale events that will increase flooding to the north and south-west. While there are mechanisms available to mitigate this, these have not been included as part of the request. Sewer and Water can be provided from existing infrastructure.	Amend ODP to show overland flow paths in the north and from the south-eastern cul-de-sac head.	
	<i>Further subs:</i>			
109.3	Provide for better connectivity with Ryman's subdivision that is before Council.	Accept Better linkage and connectivity to the east would be provided for by a road linkage to the Brick Kiln Land area.	Amend ODP to show road linkage to Brick Kiln Lane area.	
	<i>Further subs:</i>			
Slattery, Kevin				
110.1	Decline application.	Reject The ODP area is some distance (approx. 1.8km) from the airfield and I consider it unlikely, given the type of aircraft that operate from the airfield, that there will be an adverse noise effect on residential properties within the ODP area. The ODP area also does not appear to be within the flight path of any runway, or under any standard flight circuit associated with the runways.	NA	
	<i>Further subs:</i>			
SprintAero				
111.1	Decline application.	Reject The ODP area is some distance (approx. 1.8km) from the airfield and I consider it unlikely, given the type of aircraft that operate from the airfield, that there will be an adverse noise effect on residential properties within the ODP area. The ODP area also does not appear to be within the flight path of any runway, or under any standard flight circuit associated with the runways.	NA	
	<i>Further subs:</i>			

Spruce, Michael

112.1

Decline application.

Reject

The ODP area is some distance (approx. 1.8km) from the airfield and I consider it unlikely, given the type of aircraft that operate from the airfield, that there will be an adverse noise effect on residential properties within the ODP area. The ODP area also does not appear to be within the flight path of any runway, or under any standard flight circuit associated with the runways.

NA

*Further subs:***Stevens, Andrew**

113.1

Delete the 5m wide local purpose reserve from the frontage of that part of 100 Oxford Road not identified for local road or storm water management areas.

Accept

The Council's greenspace and reserves planner has provided evidence that the 5 metre width of the reserve is only just sufficient to carry out the functions for which it is proposed (access).

Amend ODP to remove reserve along Oxford Road from the point of the intersection of the main access road to Oxford Road and replace with a reserve following the main access road to the western cul-de-sac.

*Further subs:***Transpower New Zealand Limited**

120.1

Either extend the boundary of the local purpose reserve area currently proposed under the ISL-KIK A by some 4m either side of the centreline so that it locates in an area that is at least 12m from either side of the centreline; or include a restriction in the ODP preventing buildings and large structures from locating within 12m of the centreline of the National Grid lines. This restriction could be an identified no-build zone in the ODP, or any other mechanisms the Council considered appropriate.

Accept

The request must show how it will meet the requirements of both the NPSET and NZECP.

If required amend ODP to provide 12m of separation within reserve.

Further subs:

120.2	<p>Amend the ODP to clearly show the location of the National Grid lines.</p> <p>Amend the Private Plan Change provisions to clearly state that all structures, earthworks and other activities must comply with the requirements in NZECP34:2001 regardless of the rules in the WDP.</p> <p>Transpower also requests that the Council's statutory assessment clearly acknowledge the National Grid lines as part of the existing environment and the need to give effect to the NPSET when assessing the Private Plan Change application.</p>	<p>Accept</p> <p>Showing the transmission lines on the ODP will assist with acknowledging their location and providing for the required separation distances from the lines. However, it is not necessary to provide provisions for separation distances for structures because the District Plan already contains these (Table 31.1). Restrictions for earthworks are also already provided (23.1.1.10).</p>	<p>Amend Outline Development Plan to show transmission lines.</p>	
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Further subs:

Turner, James

114.1	<p>Decline application.</p>	<p>Reject</p> <p>The ODP area is some distance (approx. 1.8km) from the airfield and I consider it unlikely, given the type of aircraft that operate from the airfield, that there will be an adverse noise effect on residential properties within the ODP area. The ODP area also does not appear to be within the flight path of any runway, or under any standard flight circuit associated with the runways.</p>	<p>NA</p>	
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Further subs:

Waimakariri District Council

115.1

Approve the application subject to the following amendments:

Provide the following permitted activity and non-complying activity rules in Chapter 32 of the District Plan:

32.1.1.85

Within the Lehmans Road West Rangiora Outline Development Plan area shown on District Plan Map 183 all residential allotments shall have a finished ground level that avoids inundation in a 0.5% Annual Exceedance Probability flood event.

32.4.10

Any subdivision of land within the Lehmans Road West Rangiora Outline Development Plan area shown on District Plan Map 183 that does not comply with Rule 32.1.1.85 is a non-complying activity.

Or to like effect.

Accept

It is appropriate that lots are not subject to inundation in a 0.5% AEP flood event. The proposed rule will ensure this, rather than relying on a finished floor level only which could result in flooded lots in a 0.5% AEP event.

Add Rule 32.1.1.87 to read:

Within the Lehmans Road West Rangiora Outline Development Plan area shown on District Plan Map 183 all residential allotments shall have a finished ground level that avoids inundation in a 0.5% Annual Exceedance Probability flood event.

Add Rule 32.4.10 (non-complying activity) to read:

Any subdivision of land within the Lehmans Road West Rangiora Outline Development Plan area shown on District Plan Map 183 that does not comply with Rule 32.1.1.87 is a non-complying activity.

Further subs:

Watt, Fraser

121.1

Decline application or in the alternative Council adopts a binding resolution noting the rights of the Airfield to operate with a no complaints caveat on titles.

Reject

The ODP area is some distance (approx. 1.8km) from the airfield and I consider it unlikely, given the type of aircraft that operate from the airfield, that there will be an adverse noise effect on residential properties within the ODP area. The ODP area also does not appear to be within the flight path of any runway, or under any standard flight circuit associated with the runways.

NA

Further subs:

Westpark Rangiora Limited

116.1

Delete proposed amendments to Rules 31.1.1.11, 31.1.1.19, 31.3.2, and 32.1.1.8 and delete proposed new Rules 31.1.1.10, 31.5.6 and 32.1.1.9.

Accept

The District Plan now contains a number of provisions relating to requirements for comprehensive residential development which are applicable in the Residential 1, 2 and 6 Zones. These provisions provide a detailed framework for CRD which is considered to provide for a better and more consistent outcome than the proposed provisions.

Refer to Appendix 11 of Officers Report.

Further subs:

116.2

Amend District Plan Map 183 (Lehmans Road, West Rangiora Outline Development Plan Map 183) to remove the identification of 'Comprehensive Residential Development Areas'. Land Use Recovery Plan, Action 4 now provides for such development.

Accept

Removal of the CRD areas from the ODP and amendment of the key is required to adopt the existing District Plan CRD provisions. This will provide for an outcome consistent with the majority of Residential 2 Zones throughout the District.

Add West Rangiora Lehmans Road Outline Development Plan 183.

*Further subs:***Wilson, Wayne**

117.1

Decline application.

Reject

The ODP area is some distance (approx. 1.8km) from the airfield and I consider it unlikely, given the type of aircraft that operate from the airfield, that there will be an adverse noise effect on residential properties within the ODP area. The ODP area also does not appear to be within the flight path of any runway, or under any standard flight circuit associated with the runways.

NA

*Further subs:***Zahner, R & B**

118.1

Accept plan change if proposed stormwater management scheme is adequate to cope with flooding.

Accept

The stormwater management areas within the ODP need to be sized adequately to ensure the post development stormwater discharge peaks do not exceed pre-development discharge peaks, and that required quality is achieved.

Amend ODP to show overland flow paths in the north and from the south-eastern cul-de-sac head.

Further subs:

Appendix 11 Recommended District Plan amendments if
approved

District Planning Maps

1. **Amend** District Planning Maps No. 110A and 112A as set out in Appendix 1.

Outline Development Plan

2. **Insert** a new District Planning Map 183 "Outline Development Plan – Lehmans Road, West Rangiora" as set out in Appendix 2.

Amend ODP as requested to include the following:

- Provide for an overland stormwater flow path from the northern reserve beside the transmission lines to the corner of the main access road;
- Provide for an overland stormwater flow path from the south-eastern cul-de-sac head to the main stormwater swale;
- Provide an additional pedestrian linkage from the north-eastern cul-de-sac head to the collector road;
- Provide a road linkage from the eastern cul-de-sac access road to the brick Kiln Lane area;
- Show transmission lines; and
- Remove comprehensive residential areas.

Objectives, Policies, Rules and Methods

Policy 18.1.1.9

Amend Policy 17.1.1.4 as follows:

Ensure that subdivision and development within the Oxford Road, West Rangiora Outline Development Plan area, Lehmans Road, West Rangiora Outline Development Plan area and North East Woodend Outline Development Plan area achieve a minimum net density of 10 households per hectare averaged over the entire Outline Development Plan area.

Rules

Chapter 27: Natural Hazards

Amend Rule 27.1.1.24 as follows:

Within the Oxford Road, West Rangiora and Lehmans Road, West Rangiora Outline Development Plans shown on District Plan Maps 168 and 183, any dwellinghouse shall have a minimum floor level 350mm above the 0.5% Annual Exceedance Probability flood event.

Chapter 31: Health Safety and Wellbeing

Amend Rule 31.1.1.9 as follows

Within the Oxford Road, West Rangiora and Lehmans Road, West Rangiora Outline Development Plans shown on District Plan Maps 168 and 183, any dwellinghouse on a site

greater than 1,200m² in area shall be contained within its own delineated area, where that delineated area:

- a. complies with the area and dimensions set out in Table 32.1 (Subdivision – Rules) as though the site was an allotment; and
- b. is of an area and dimension, and located in such a position, that does not frustrate compliance with Rule 32.1.1.10.

Add new Rule 31.1.1.47 (under screening and Landscaping) as follows:

Within the Lehmans Road, West Rangiora Outline Development Plan shown on District Plan Map 183, all fencing, where located within 2 metres of the boundary of a pedestrian/cycleway linkage, shall be 50% visually permeable above 1.2 metres in height, and shall not exceed 1.8 metres in height.

Amend Rule 31.3.1 as follows:

Except as provided for by Rules 31.1.2, 31.2 or 31.4 any land use which does not comply with one or more of Rules 31.1.1.10 to 31.1.1.57 is a discretionary activity.

In considering any application etc....

Amend Rule 31.5.4 as follows

Any land use which does not comply with Rule 31.1.1.9 (location of dwellinghouses within the Oxford Road, West Rangiora and Lehmans Road, West Rangiora Outline Development Plan areas) is a non-complying activity.

Chapter 32: Subdivision

Amend Rule 32.1.1.10 as follows:

Within the Oxford Road, West Rangiora and Lehmans Road, West Rangiora Outline Development Plans shown on District Plan Maps 168 and 183, subdivision shall achieve a minimum net density of 10 allotments per hectare once the entire Outline Development Plan area has been developed and achievement of this shall be demonstrated for each stage of subdivision.

Add Rule 32.1.1.87 to read:

Within the Lehmans Road, West Rangiora Outline Development Plan area shown on District Plan Map 183 all residential allotments shall have a finished ground level that avoids inundation in a 0.5% Annual Exceedance Probability flood event.

Amend Rule 32.1.1.25 as follows:

Subdivision within the following areas shall generally comply with the Outline Development Plan for that area...

- ad. The Residential 2 Zone Lehmans Road, West Rangiora identified on District Plan Map 183.

Amend Rule 32.1.3 Matters Over Which Control is Exercised by adding a new clause as follows:

ii Allotment Area and Dimensions

- in the case of subdivision within the Oxford Road, West Rangiora and Lehmans Road, West Rangiora Outline Development Plans shown on District Plan Maps 168 and 183, the need to ensure any balance land is able to achieve a minimum net density of 10 allotments per hectare once the entire area has been developed.

Add Rule 32.4.12 (non-complying activity) to read:

Any subdivision of land within the Lehmans Road, West Rangiora Outline Development Plan area shown on District Plan Map 183 that does not comply with Rule 32.1.1.87 is a non-complying activity.

Make consequential amendments as required.