



OPUS



Landscape Character Assessment

Canterbury Aero Club West Melton

February 2018

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Document History and Status

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Revision Details

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1 Executive Summary

Canterbury Aero Club (CAC) are seeking formal recognition of their activities in the Selwyn District Plan (SDP) plan review process. The club is based at Christchurch Airport and developed the airfield at Weedons Ross Road, West Melton where it has been operating since the late 1970s. The site where current and future development is proposed has a Rural Inner Plains Zoning and is within the Waimakariri River Flood Zone. Under the current rural zone rules, further development of the site – specifically additional buildings including hangars requires Resource Consent. The extent of the site is shown in **Appendix 1** within the yellow dashed line.

CAC are seeking formal recognition in the SDP whereby the club will be permitted as of right to construct the following within the site, without needing to apply for Resource Consent, so long as various conditions are met:

- Aircraft hangars;
- Expansion of the current clubhouse;
- Separate lecture/debriefing rooms;
- Relocation of existing structures; and
- Forming hardstand areas – particularly extending/formalising the carpark area and forming aircraft taxiways to the existing and additional hangars.

The report describes the current condition of the site which includes the CAC operations and how this fits within its broader site context which is also described. This is then compared with how the site may likely develop over time in accordance with CAC's expansion plans. The existing and potential changes to landscape character arising from further development of the site is discussed.

What is Landscape Character?

Landscape character can be determined from a combination of several key factors:

- Geological origin and geomorphology – how was the landscape formed, what are the typical land-forming processes and how legible are these processes to the lay-person?
- Land cover – what is the indigenous natural land cover and to what degree does this land cover remain?
- Land-use – how is the landscape used - in a cultural sense, and what are the prevailing human-induced patterns; and
- Spiritual associations such as those holding māna whenua and māna moana.

All of the above factors provide a composite of the landscape in a cumulative sense. Characterisation does not rank landscapes. All landscapes have their own character. Characterisation seeks to identify the distinctive characteristics of a landscape and in this way different landscapes may be delineated from one another.

Potential Effects on Landscape Character

Potential landscape and visual effects of the proposal and how this can affect landscape character may include the following:

- Physical effects of the placement of hardstand on existing landforms, landcover and land uses;
- Visual effects arising from additional buildings located on site and vegetation removal from public views from Weedons Ross Road;
- Visual effects arising from increased activity on site such as vehicle movements (transient effects); and
- Effects on neighbours including Moore Park Speedway.

Assessment Undertaken

The methodology used in this assessment is grounded in current best practice, informed by case law, NZILA Guidance and expert Landscape Architect's experience. This Assessment of Landscape Character responds to relevant RMA matters.

In addition to a desktop analysis, the assessment comprised viewing the site including existing built development from within the site itself and from Weedons Ross Road. There is only one private dwelling that has a view to the site from an upper storey window. Other than this property, there are no other permanent occupants of the contextual area that might be affected by the intended changes to the site.

Assessment Results

The broad contextual setting where the site is located, can be described as physically and visually 'open' and austere. A band of rural residential development is arranged along Old West Coast extending northwards for between 60 and 600m approximately in the vicinity of the site. The site is located 2.1kms from Old West Coast Road (**Appendix 2**). Between the rural residential belt and the site, extending across the vast floodplain to the Waimakariri River, the landscape can be described as a simple, flat grassland 'savannah' punctuated with the occasional coniferous shelterbelt. Long views to the east and west from Weedons Ross Road are readily available. Buildings and built development is sparse. Rural land-use practices are extensive. As such the landscape – while modified for extensive farming purposes appears highly natural and expansive. The sole departure from this pattern (other than the site) is the Moore Park Speedway located opposite the site which is largely screened from road side view by coniferous shelterbelts.

Like the majority of the site's context, the site itself is also physically and visually open, but relatively so. Buildings are generally observed in open unplanted settings (the hangars have no planting around them at all). For this reason, existing built development is subservient to the open and exposed landscape. Other than the clubrooms (to a limited degree), buildings do not appear to have 'tamed' landscapes around them - which would include such things as amenity plantings, structures and the formation of permanent sheltered areas. The appearance of the individual buildings arranged within the site is largely consistent with the austerity of their setting (**Figure 1**).



Figure 1 Westwards view from inside the site towards the clubrooms (centre) and cottage at right. Photograph by J. Head 22.02.2019. 50mm focal length (panorama).

On the seven-point scale of effects¹, it is determined that further changes to the site consistent with the type of development currently in place will have a 'low'² level of effect on existing site character. This is primarily generated by the additional built forms and the changes to an existing building (increase in footprint and extension in height of the clubrooms). These generally low levels of effects on landscape character are due to the following key points.

- The site already includes built development. Additional built development will follow this pattern, form and colours. In this way the proposal is essentially promoting 'more of the same' and as such the changes will not be unexpected or 'foreign' to the site and setting.
- Additional buildings will adopt the same colours as the existing hangars (a light brown/beige colour) which works well with the dun colours of the surrounding grassland landscape. This is evident now with the existing built forms and so a high level of surety is achieved regarding any future buildings' compatibility with the landscape.
- Additional buildings will continue current use patterns (secure storage and maintenance of light aircraft, clubrooms and pilot briefing). For this reason, there is a high level of certainty around likely vehicle and people movements around the buildings.
- Additional buildings will be set back 20m from Weedons Ross Road. This is similar to or more generous than what currently exists.
- Additional buildings will not be overly tall and other than the addition of an upper storey to the clubrooms building (which is set back 100m from the road), any new hangars will be no taller than what exists now.
- The 'row' layout of any additional hangar buildings will replicate the existing hangar layout with their alignment perpendicular to Weedons Ross Road. In this way, distant landscape views eastward between the rows of buildings will be largely maintained.
- There is no tall vegetation cover visible to the public that will be removed and so the contribution that the vegetative patterns make to landscape character will be unchanged.
- The site occupies a relatively small part of a vast and austere floodplain landscape. The limited public's appreciation of this landscape will be largely unaffected due to the scale of the intended expansion of activities which is relatively small.

2 Introduction

This report has been prepared in response to a request from Nick Boyes – Consultant Planner (Planz Consultants) seeking a landscape character assessment of the site and site context and how this may be affected by future changes being sought by the CAC.

This landscape character assessment considers the existing landscape context and character as a baseline for assessing the landscape and visual effects of future changes to the site. The current condition of the site is addressed, and a conclusion is reached regarding the acceptability of any effects on landscape character when the site is developed further as intended. Additional

¹ Used to determine levels of effects from: very low – low – low to moderate – moderate - moderate to high – high – very high. Defined and agreed at NZILA assessment methodology workshop (Christchurch), Dec 4, 2017 (part of a national roadshow). Results currently being compiled.

² **Low:** A low level of effect on the character or key attributes of the receiving environment and/or the visual context within which it is seen; and/or have a low level of effect on the perceived amenity derived from it. (Oxford English Dictionary Definition: Low: adjective-below average in amount, extent, or intensity).

development of the site essentially proposes 'more of the same' with regards to the pattern of built development and the consequential long term visual and landscape effects will be similar to what occurs now.

This is prepared in accordance with the RMA fourth schedule, and in particular, the following matters are considered in this landscape Assessment of Environmental Effects (AEE).

- Methodology undertaken.
- A brief description of the landscape of the site and its setting.
- A brief description of the nature of what is sought.
- An assessment of the actual and potential positive and adverse effects on levels of visual amenity experienced from the receiving environment.
- A description of any mitigation measures (if required).
- Proposed conditions of consent relating to landscape and visual effects.

3 Description of the site

At the contextual scale, the site is located within the Plains – Recent Floodplains and Low Terraces Land Type (L4) described as *“Active, recent, major river floodplains incorporating wide, braided, active and recently active riverbeds, recent floodplain terraces and associated backswamp wetlands...and includes the lowland sections of the...Waimakariri River”*³. This land type is part of a much wider land grouping, known as a “Low Altitude Plains Landscape”⁴.

The site's post glacial and fluvial origins are clear as the subtle braided channel (dips) and bar (hummocks) pattern is still readable. This pattern is evident when looking down the fenced site boundary with Weedons Ross Road which runs perpendicular to the 'grain' of the land and as such, exposes the land's contour. I understand that parts of the site have been partly levelled/rolled to facilitate aircraft movements and the construction of the various buildings there. Topsoils are light and sandy in places and support a minimal summer droughty grass cover (**Figure 2**).



Figure 2 Southwards view down Weedons Ross Road towards the existing hangars. Note expansive and austere landscape character to the left of the hangars that extends for approximately 9kms. Photograph by J. Head 22.02.2019. 50mm focal length (panorama).

The narrow site is located between the three runways and Weedons Ross Road and extends for approximately 670m in a north south orientation. The site is set back 20m from the road boundary and a 40m setback is maintained to the nearest edge of the closest runway/vector boundary. The site is approximately 5.3 hectares in area.

³ Canterbury Regional Landscape Study 1993.

⁴ Canterbury Regional Landscape Study Review *Final Report* July 2010.

As discussed above, the site currently includes the following elements:

- Eight steel-sided light aircraft hangars ranging in age and footprint size between approximately 225m² and 600m² in area.
- Clubrooms building (approximately 180m²) with fenced off curtilage area.
- Cottage (approximately 70m²) with fenced off curtilage area.
- Tractor shed (approximately 40m²).
- Fuel tank.
- Various gravel and concrete hard stand areas and metaled vehicle accessways.
- Rural type fences and planted shelterbelts (generally confined to the road boundary).
- Broad areas of dry pasture grassland.

3.1 Landscape Values

Several statutory documents provide an indication of the perceived value of the rural landscape in the vicinity of the site. This is discussed below:

Canterbury Regional Landscape Study:

This document states that with regards to landscape values; *"To many New Zealanders the Plains landscape is the very essence of Canterbury. The contrast between the unmodified 'natural' hills and the manicured patchwork quilt of the plains has been recognised as distinctive through literature, art and visitor data"... To geomorphologists, the Canterbury Plains are classic outwash plains... To tangata whenua, the plains contain the great taonga, the rivers and wetlands"*⁵.

The study goes on to say under 'Degree of Naturalness';

*"Because of the lack of landform variety, it is the landcover and land use patterns that dominate the character of the Plains. The landscape is perceived as un-natural apart from its soils, the limited remnant natural features such as wetlands, forest, shrubland, and grassland pockets, and the braided rivers, The latter are the most important natural feature. Viewed from higher ground or from the air the Plains are certainly expressive of their formation but at a scale not readily experienced at ground level. An elevated vantage point is best from which to experience the subtlety of the natural soil and drainage patterns that occur across much of the landscape. The developed Plains are very important to the region's landscape image, however their lack of naturalness suggests that they do not meet the criteria of S6(b)"*⁶.

The 'Low Altitude Plains Landscape' land type sits within a larger landscape category 'Low Altitude Plains Landscapes'. Typically, this comprises *'shallow droughty soils and variable loess cover'*⁷...

I understand that the 1993 Canterbury Regional Landscape Study has undergone a review (2010) and that the findings for this area are not significantly different from the original study.

The above descriptions accord with the observations made during the field work part of this assessment.

⁵ Canterbury Regional Landscape Study, Volume 1, prepared for the Canterbury Regional Council, Boffa Miskell and Lucas Associates, October 1993, page 39.

⁶ Canterbury Regional Landscape Study, Volume 1, prepared for the Canterbury Regional Council, Boffa Miskell and Lucas Associates, October 1993, page 40.

⁷ Ibid, page 39.

4 Forecasted changes to the site

This assessment focuses on the changes to the landscape set out by the CAC's future intentions – that is, an extension of existing activity within a defined part of their broader property which includes the runways. It is understood that any development of the site not in accordance with the proffered conditions set out in the planning report would be at minimum a discretionary activity requiring resource consent.

Permitted baseline

In this case the permitted baseline is not relevant as the outcomes being sought includes the extension of existing activity which in itself is not comparable to the type of development typically found in the rural zone – that is traditional rural activity which includes buildings, but at typically much lower concentrations.

Intended changes to the site following recognition of the CAC

The changes to the site that are being sought by the CAC, include the following features:

- Additional aircraft hangars (potentially up to twenty more) over the longer term. New hangars will be similar in size and configuration to what currently exists.
- The clubrooms building will be extended in a northwards direction (doubling its footprint size) and have an upper storey added. Maximum building height will be 8.5m.
- A new building (approximately 150m², single storey/up to 5.5m tall) will be located to the south of the existing carpark, near the clubrooms to facilitate pilot briefings and other meetings.
- The currently metaled carpark will double its current size (and remain metaled).
- The tractor shed will be relocated from the runway edge closer to the site boundary with Weedons Ross Road.

It is understood that other than the above changes, it is the intention that most of the planting currently located on site will be retained for pragmatic reasons (providing wind shelter and screening) and for amenity reasons. An approximately 25m long belt of conifers will be removed to make a space for the relocated tractor shed near the Weedons Ross Road site boundary. These trees are inside a coniferous shelterbelt here and so their removal will go unnoticed from the road.

In addition to the changes to the site outlined above which will affect existing landscape character, the detail of the request by the CAC includes provisions that will control the way in which the site can be developed. The intent of this is to ensure a similar character to what exists is maintained. Mechanisms that will contribute to this includes the following:

- Built and hardstand site coverage.
- Building orientation.
- Building footprint sizes, heights and colours.
- Building setbacks from one another.
- Cladding types.
- Planting.

5 Landscape and Visual Effects

This assessment considers the landscape effects⁸ and visual effects⁹ arising from the potential changes to the site following the CACs recognition in the Plan. Natural character effects are also considered. These changes are primarily appreciated by the public from Weedons Ross Road where the site can be seen for a stretch of approximately 1.5kms. Of note the Moore Park Speedway is located opposite the site and so people entering and leaving this facility will have clear views into the site where shelterbelt planting is absent. In addition to these locations, there is one neighbour located some 800m to the south of the site. This neighbour has a northward view to the site from an upstairs window. Otherwise the site is concealed from this dwelling by surrounding vegetation and garden areas. These locations are considered to form the extent of the receiving environment¹⁰ (**Attachment 1: Site Map**).

The potential effects of the changes to the site on *landscape character* may be triggered by:

- Changes to the physical landscape (topography/hydrology/soils/vegetation).
- Changes to the existing land use (previously grazed/mown).
- Changes to the pattern of the landscape (ancient river braids).

6 Statutory Context and Methodology

I consider the statutory documents listed below relevant to any effects on landscape and rural amenity arising from the request by the CAC:

- The Resource Management Act 1991(RMA),
- The Natural Resources Regional Plan (NRRP)
- The Selwyn District Plan

The following section will summarise the guidance that the above documents provide in an assessment of the landscape effects of what is being sought.

6.1 The Resource Management Act 1991

Part II (Purpose and Principles) of the Act sets out matters to be taken into consideration when carrying out assessments of the effects of development on landscape and amenity. This is found under all parts of Section 5 (Purpose) and Section 7 (Other Matters – specifically b, c, f, and g).

⁸ Physical changes to the landscape which may change its characteristics or qualities that may or may not be seen but are otherwise understood to exist.

⁹ Changes to how the landscape appears and changes to the nature of views, both of which may change the levels of visual amenity experienced by people.

¹⁰ The extent of the receiving environment includes the area where any visual effects of the changes to the site may be potentially adverse. The site may be seen from beyond the mapped extent of the receiving environment, however any effects from here will be trivial.

- 6.1.1 *The purpose of this Act is to promote the sustainable management of natural and physical resources.*
- 6.1.2 *In this Act, sustainable management means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while –*
- a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and
 - b) safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and
 - c) avoiding, remedying, or mitigating any adverse effects of activities on the environment.

Ongoing development of the site consistent with what occurs there now will not hamper any reasonably foreseeable needs of future generations in the context of the natural and physical resources of the subject land. The development of the site will represent a minor reduction in what is essentially unproductive land in the context of the Canterbury Plains within Selwyn District.

Under Section 7(c) of the Act; the maintenance and enhancement of amenity values is provided for. The RMA interprets amenity to mean; ... *“those natural or physical qualities and characteristics of an area that contribute to people’s appreciation of its pleasantness, aesthetic coherence and cultural and recreational attributes”*.

Under Section 7(f) of the Act; the maintenance and enhancement of the quality of the environment is provided for.

Regarding ‘aesthetic coherence’, ‘aesthetics’ are concerned with beauty or the appreciation of beauty while ‘coherence’ is defined by the Oxford Dictionary as ‘the quality of forming a unified whole’.

Despite the inclusion of several buildings, the overall site is currently largely open. Public views are limited as there are no residences located near the site where people may pass by on their way home for example. The one residence to the south has limited views to the end of the site. Airfield buildings are currently visible from this dwelling. Visitors to the Moore Park Speedway are unlikely to be particularly concerned with the presence of the CAC in an expanded form. Views through the site from Weedons Ross Road to the site’s broader contextual setting are readily available. Following development of the site this will change over time, where views through the site will be reduced following gradual and additional built development. This will marginally reduce the ability for a rural outlook and the appreciation of open space than what is currently the case. However, as mentioned above, few people will be affected and none directly as there are no neighbours present that will be affected beyond a trivial degree. There is some certainty that any effects on current levels of amenity will be low as the changes sought includes development with similar characteristics to what exists now. Of note the existing built pattern extends perpendicular to the road where views through and between the built ‘rows’ are available. This will continue to be the case.

Thus it is expected that while current levels of amenity and environmental quality will be marginally reduced following the implementation of the anticipated changes to the site Section (c) and Section (f) matters in the RMA will still be achieved, largely because built forms currently exist on site while maintaining broad landscape views.

The Selwyn District Plan¹¹

Part B3.4 of Volume 2 (Rural) of the Plan discusses the quality of the rural environment with regards to the maintenance of rural amenity and rural character and reverse sensitivity effects. Reverse sensitivity effects are not relevant in this case, as the site is well separated from neighbouring rural land-use activity which is of a very low-intensity in any case. Rural character and amenity is relevant to the site and its intended changes and has been covered above under part 6. The Plan lists several factors that contribute to widely held values of rural amenity and character which can be summarised as the predominance of open space over built forms and rural outlook within the rural landscapes of the district. The Plan also states that: *“Some people value the rural area as a place to locate activities that need lots of space. These people may value large areas of land and distance from neighbours”*. To this extent the CAC is located appropriately.

Policy 3.4.3 is particularly relevant and concerns the avoidance, remediation and mitigation of any adverse effects on amenity values on the generic (non ONL/F) parts of the rural area. The Plan anticipates that such areas can be sought after for activities that need large sites (such as aerodromes) and that these types of activities can affect amenity values. It is not considered that the expansion of the CAC operations within the site requires mitigation (such as vegetative screening) as it is located in an area where few people visit or live and that the effects themselves arising from the expansion of similar built development is low. To an extent the appearance of the buildings will be substantially lessened by their colours which are compatible with the colours of the contextual setting.

Policy 3.4.4 considers rural based “other”¹² industrial activities of a size and scale beyond what is permitted in the Plan as inappropriate. The CAC comes under this definition¹³ as it includes the ‘servicing’ and ‘repair’ of machinery or vehicles (light aircraft in this case). However, this Policy accepts that there is a degree of acceptance of rural-based industrial activities within the rural area. The CAC is consistent with this. While the servicing and repair of aircraft is part of the site-based activities, the effects arising from this is benign as the work will be conducted within closed hangars by few people and will be observed by a limited public audience.

Policy B3.4.6 is concerned with building density and the maintenance of a predominance of vegetation cover. The site and its intended changes increases built density. The existing grass cover will consequently reduce. However, it is not considered that this will have a cumulative effect on building development within the rural zone, as the additional buildings will be clustered around existing built forms near to other development on the opposite side of the road (Moore Park Speedway). The austere grassland aesthetic contributed by the broad largely open floodplain between Old West Coast Road and the plantations toward the Waimakariri River will be affected in only a small degree by the clustered built forms when passing by the CAC site on Weedons Ross Road.

Policy B3.4.7 considers the adverse visual effects of hi-rise or highly reflective buildings. The CAC is promoting neither. Building heights will be maximum 8.5m (clubrooms only), and 5.5m maximum heights for other buildings. Colours will follow the existing hangar colours which are beige and are compatible with the setting.

¹¹ The Canterbury Regional Policy Statement is not separately addressed as any relevant objectives and policies are considered to be incorporated into the Selwyn District Plan.

¹² Rural-based industrial activities are those that involve a raw material or product that is derived directly from the rural area (e.g. timber yard, winery or dairy factory), as opposed to other types of industrial activities (e.g. panel beating, dry cleaning or spray painting).

¹³ Selwyn District Plan, Part D Definitions.

Policies B3.4.9, B3.4.10, B3.4.11, B3.4.12, B3.4.17, B3.4.18 are concerned with the adverse visual effects or incongruity of signage in the rural landscape, lighting spill and glare, and shading through poor building setbacks and planting. The CACs intentions are consistent with the above policies.

The Plan's Anticipated Environmental Results relevant to the sites location include the following:

- Variation in activities in the rural area on the Plains.
- Buildings are low rise (1 or 2 storey) and surrounded by vegetation cover rather than hard standing.
- Utilities are made of low reflective materials.
- Outdoor signs advertise local events, products or information.
- New airfields are not located too close to houses.
- Nuisance effects may occur from time to time from temporary or seasonal activities, but these effects should be mild and typical of the rural environment.
- Buffer zones are maintained between residential activities and activities with which they may be incompatible.

The existing site activities and what is intended for the future is consistent with the above, largely due to the nature of the activity (an airfield) not being feasibly located anywhere other than the rural zone. The low-rise, appropriately coloured buildings are well separated from the nearest residence and road. No planting is proposed that would otherwise block long landscape views and shade and enclose a part of Weedons Ross Road.

The above matters will be comfortably achieved through the proposal. The airfield operations will continue to provide variety within the rural zone as it has done for some 90 years. Buildings will be low rise but for obvious reasons the aircraft hangars cannot be surrounded by vegetation. The appearance of the site and its context is one of austerity. The ongoing development of the site will promote this aesthetic where additional buildings will be appropriately located and coloured maintaining consistency with current patterns of development. Residential activities are well-separated from the site and are not deemed to be affected by it now, or in the future following an expansion of current activities.

6.2 Methodology

On February 22 a site/site context visit was carried out informing this landscape character assessment. Weedons Ross Road was considered the most likely place where any visual effects arising from further development of the site will be felt and where the majority of the public viewing audience is found. Weedons Ross Road partly defines the extent of a receiving environment. The site was also walked where it was possible to identify potential affected parties through an inter-visibility process – that is, the places that you can see from the site are also the places that you can see the site from. The single neighbour to the south was identified in this way.

7 Avoidance, Remediation and Mitigation

Due to the specifics around safety and the maintenance of safe distances from aircraft movements and flight paths etc, the site is located where current built forms exist. In this regard any additional built forms are clustered with existing buildings rather than spreading out to other parts of the property. This 'avoids' a sporadic appearance of built forms within the landscape. Similarly, any new buildings will be coloured the same as the existing hangars to the north of the clubrooms in a shade of beige which is compatible with the dun grassland colours of the buildings' setting. Mitigation is not considered necessary (**Figure 3**).



Figure 3 North-westwards view from inside the site towards the hangars. Note compatible colour of the hangars at right with the dun coloured grassland in front. This effect is the predominant situation as the hangars are not backdropped by dark colours (such as the conifers here) from public viewpoints. Photograph by J. Head 22.02.2019. 50mm focal length (panorama).

8 Conclusion

The CAC subject site covers some 5.3 hectares and includes several buildings, hardstand areas and minimal tall vegetation. The site is largely pasture grass.

The site is located within the Rural Zone (Inner Plains) and is within the Waimakariri floodplain.

The contextual setting is one of austerity. Rural land use practices are extensive and appear to have low economic value. The majority of the area can be characterised as a vast savannah landscape punctuated with the occasional coniferous shelterbelt. Residential activity is located approximately 2.1kms to the south of the site where it is ranked along Old West Coast Road. One dwelling is located approximately 800m from the site where the site is visible. The CAC and site is accessed via Weedons Ross Road and opposite the CAC, the Moore Park Speedway is located. Other than the CAC and the speedway, the rural context is largely uniform in appearance between Thompsons Road approximately 5.5kms to the west and Conservators Road approximately 9kms to the east. As such the site is part of a broad belt of highly natural¹⁴ and remote rural landscape.

While the site includes buildings, the appearance of these is 'low-key'. Views and openness largely prevail. This is largely because of its nature as part of an airfield, but also as a result of poor soils limiting the establishment of any but the hardiest plants. The grassland aesthetic of the wider landscape continues seamlessly into the site. Buildings are simple and 'rural' in their barn-like forms and are sensitively coloured. The site generally lacks domestic motif, signage and ornamental plantings. The intention is that this low-key built aesthetic continues in any future development which, given the prevailing character of the context and the site, will be an appropriate outcome.

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¹⁴ That is, it is largely unbuilt, rather than clothed in indigenous vegetation (the area has been significantly modified over the last 150 years for pastoral grazing).

Appendices

1 Site Location

2 Site Context



CANTERBURY AERO CLUB
APPENDIX 1 EXISTING OPERATIONS & PROPOSED SITE

SCALE 1:5,000 @ A3 FEBRUARY 27, 2019

