6 GENERAL RULE

6.11 PUBLIC WORKS

6.11.1 ISSUES, OBJECTIVES, POLICIES AND METHODS

See Part B5(a), 5(b), (8) and (9) and zone provisions in Part D.

6.11.2 DESIGNATIONS FOR ROADS

All road reserves shown in the District Plan are designated for roading purposes by either the New Zealand Transport Agency, in the case of State Highways, or the Timaru District Council, for all other roads.

6.11.3 OTHER DESIGNATIONS

All other land that is designated is shown as designated for various public works in the planning maps in Volume II of the District Plan and further described in the Schedules accompanying the planning maps.

NOTE: Some designations have conditions attached to them. Enquiries as to the details of designations can be made to the Council's Planning Unit in the first instance. Further enquiries may also be made of the Requiring Authority responsible for the work.

The powers and obligations affecting land which is designated are set out in Part 8 of the Resource Management Act. These include controls on changes of the character, intensity, and scale of the use of the land and on subdivision.

6.11.4 RULE FOR INDICATIVE SERVICES

(1) Where an “indicative road” is shown on the Planning Maps no buildings shall be located on or within 5 metres of the alignment of that road.

(2) Where a stormwater swale is shown on the Gleniti Indicative Development Plan or in such other location as may be approved by resource consent, no buildings shall be located on or within 5 metres of the boundary of that stormwater swale.

6.11.5 DESIGNATION FOR THE RICHARD PEARSE AIRPORT

NOTE: Due to the extent of the property affected by the designation relating to the Richard Pearse Airport the nature of the Council’s Requirement has been set out in this Plan.

(1) The following types of activities are authorised within the boundary of the Airport:

- Existing and future main and runway extensions, the existing parallel grass, cross wind and glider grass runways;
- Aircraft operations (jet and turbo prop aircraft over 5700kg, rotary wing aircraft and general aviation fixed wing aircraft under 5700kg) subject to compliance with rule 1.10.1.5.23.2;
- Ex-military jet and turbo prop aircraft operations subject to compliance with rule 1.10.1.5.23.2;
- Aircraft servicing and engine testing subject to compliance with rule 1.10.1.5.23.1;
- Fuel storage together with associated activities including passenger terminals, hangers, internal roading, car and bus parking, navigational aids and lighting; and
- Ancillary aviation related facilities and uses of buildings likely to include flight training, gliding, caretaker accommodation, and recreational aviation.

The purpose of restrictions on the flight paths in and out of the aerodrome is to control other activities in such a way as to ensure the safe and efficient functioning of Richard Pearse (Timaru) Airport.

(2) **Flight Protection Areas Richard Pearse Airport**

The use of land or buildings within the flight protection areas specified on the Planning Maps shall be permitted only when the use does not cause a possible hazard to the operation of aircraft from the aerodrome, including any activities attracting large numbers of people or birds, or giving rise to smoke, dust, glare or electrical interference.

Within 500 metres of the ends of the future extended main runway and existing cross wind runways and within the area shown on Figure 7(b) no buildings (including glasshouses) shall be erected, and no post and wire structures, other than stock-fences, shall be erected (e.g. for supporting horticulture or viticulture crops).

Refer to the table below for the coordinates of points A - T on Figure 7(b).

Table showing coordinates of points A - T on Figure 7(b)

A	2368849.29	5655663.91
B	2369017.23	5655521.8
C	2369114.42	5656094.54
D	2369398.03	5655854.57
E	2369028.27	5654207.10
F	2369126.37	5654320.56
G	2369551.60	5654047.89
H	2369356.93	5653822.76
I	2367755.49	5654371.24
J	2367923.43	5654229.14
K	2367374.69	5654038.48
L	2367658.30	5653798.51
M	2368413.14	5654937.26
N	2368315.04	5654823.8
O	2368084.48	5655321.60
P	2367887.26	5655093.52
Q	2369173.10	5654243.26
R	2369616.67	5654011.45
S	2369562.73	5653918.51
T	2369142.98	5654191.36

(3) No building, mast, pole, tree or other object shall penetrate any of the flight paths, side clearances or horizontal and conical surfaces.

(4) For details of flight paths, side clearances and horizontal and conical surfaces refer to Figures 7(a) and 7(b) included with General Rule 6.11.

(5) **Flight Paths**

The flight paths consist of take off and approach corridors in and out of the North South sealed runway 02-20 and East West grassed runway 11-29 together with a horizontal surface and a conical surface lying over the aerodrome.

(1) **Runway 02-20**

Takeoff

(a) The takeoff surfaces at each end of the runway commences at the locations and levels shown in table 6.1 and continue out on the runway extended centreline for 15,000 metres.

(b) The base width at the origin is 150 metres (75 metres either side of the runway centreline) and the surface rises upwards at a gradient of 1 in 50 and each side expands at a rate of 1 in 8 to a maximum width of 1200 metres and then continues parallel out to a distance of 15,000 metres from the origin.

Approach

(a) The approach surfaces at each end of the runway commence at the locations and levels shown in table 6.1 and continue out on the runway extended centreline for a distance of 15,000 metres from the origin.

The base width at the origin is 220 metres (110 metres wither side of the runway centreline) and the surface rises upwards at a gradient of 1 in 50 and each side expands at a rate of 1 in 6.6 out to a distance of 15,000 metres from the origin.

(2) **Runway 11-29**

Takeoff and Approach Path

(a) The takeoff and approach surfaces at each end of the runway commence at the locations and levels shown in table 6.1 and continue out on the runway extended centreline for 2,500 metres from the origin.

(b) The base width at the origin is 150 metres (75 metres either side of runway centreline) and the surface rises upwards at a gradient of 1 in 30 and each side expands at a rate of 1 in 6.6 out to a distance of 2,500 metres from the origin.

(3) **Glider Grass 10**

Takeoff path

(a) The takeoff surface at the east end of the runway commences at the location and level shown in table 6.1 and continues out on the runway extended centreline for 1,200 metres from the origin. The west end of the runway is located as shown in table 6.1.

(b) The base width at the origin is 60 metres (30 metres either

side of runway centreline) and the surface rises upwards at a gradient of 1 in 20 and each side expands at a rate of 1 in 20 out to a distance of 1,200 metres from the origin.

(4) **Side Clearances**

(a) The side clearance surface for runway 02-20 rises at a gradient of 1 in 7 and the side clearance surface for runway 11-29 at a gradient of 1 in 5, both up to the horizontal surface. The side clearance surfaces originate at the edge of the respective runway strips.

(5) **Horizontal Surface**

(a) This surface is located in a horizontal plane which extends over the aerodrome and surrounding land at a height of 45 metres above the runways (elevation 72 metres above MSL).

(b) The outer limits of the horizontal surface is measured from the periphery of the strip of runway 02-20 and a locus of 3,500 metres from the periphery of runway 11-29.

(6) **Conical Surface**

(a) The conical surface slopes upwards and outwards from the periphery of the horizontal surface at a gradient of 1 in 20 up to a height of 150 metres above the runways (elevation 177 metres above MSL).

(7) **Future Runway Extension**

(a) Any future development of the aerodrome will consist of lengthening of runway 02-20 to the north and south by up to 657 metres in total plus 60 metres grassed strip and 90 metres grassed runway end safety area beyond the end of the sealed runway at each end.

(b) In order to protect the aerodrome for future runway extensions no permanent structures shall be built under the flight path within the area shown on Figure 7(b).

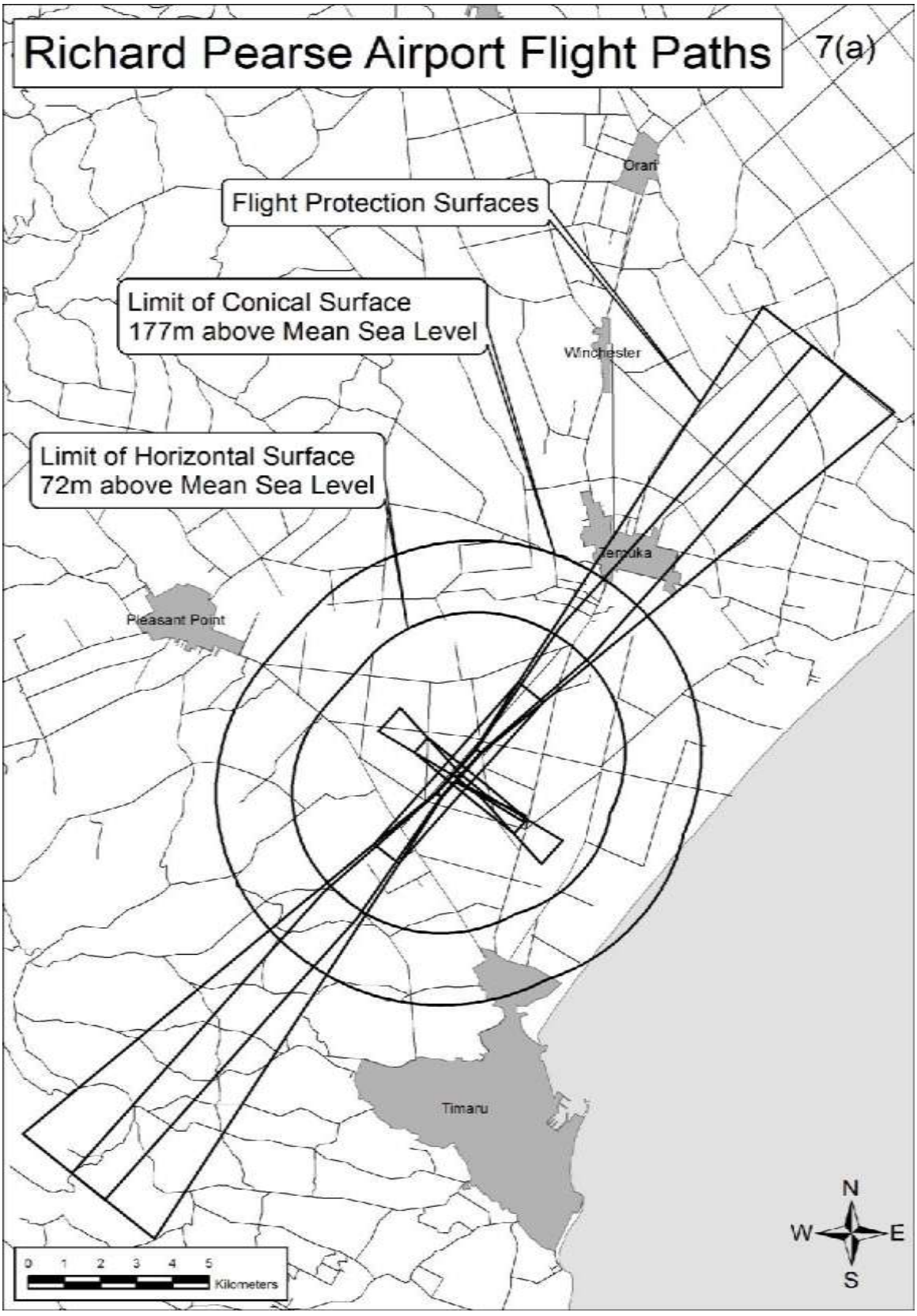
NOTE: For the purposes of this rule the possible runway extension to the north is 262 metres and to the south is 395 metres.

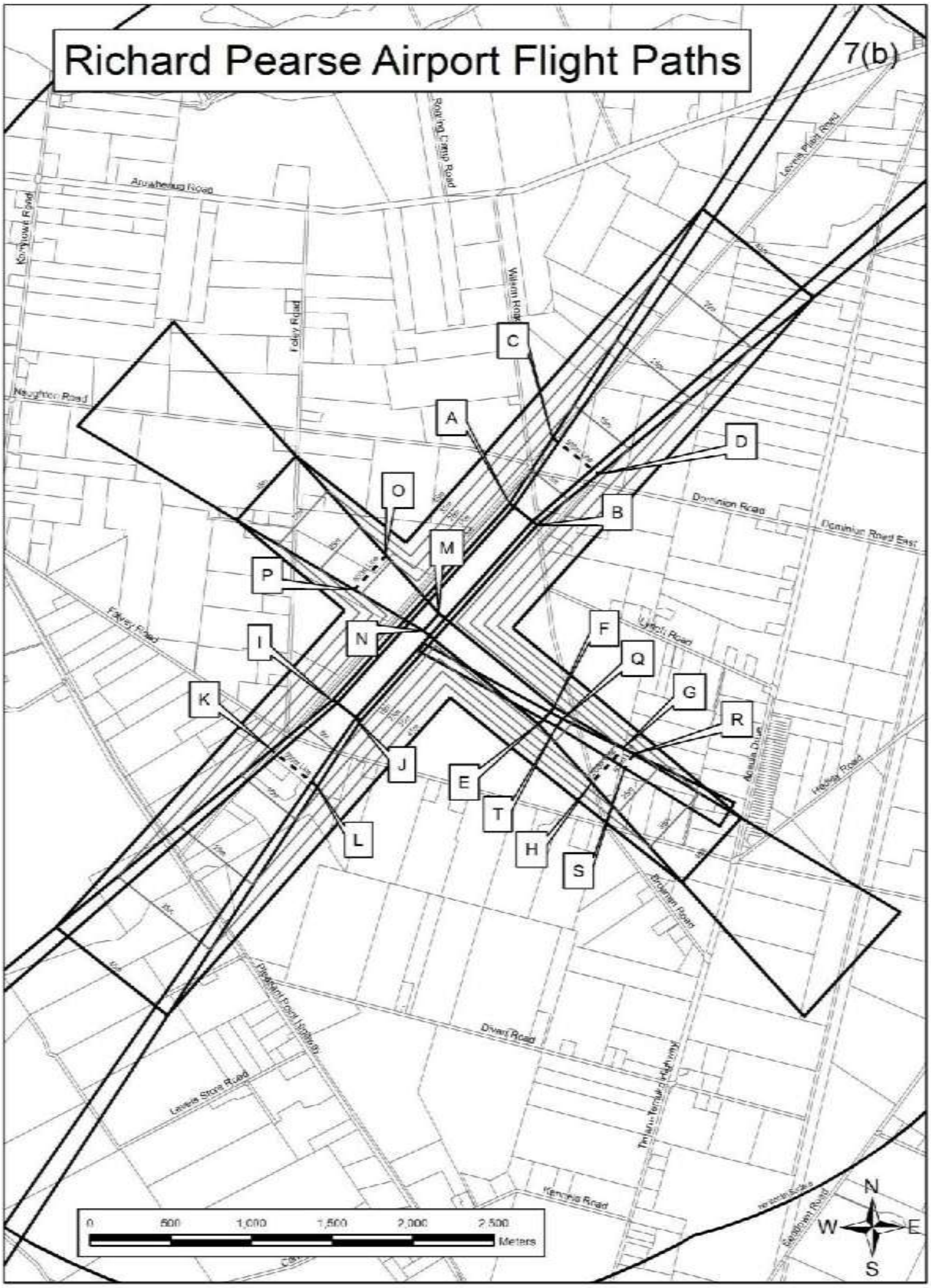
(c) See Figure 7(c) for details of proposed runway extension.

(8) **Table 6.1: Location of takeoff and approach surface bases**

Surface	**mN** *(metres North)*	**mE** *(metres East)*	**Height** *(Above Mean Sea Level)*
Runway 02-20			
North Surfaces origin	711855.50	313966.34	25.9m
South Surfaces origin	710588.56	312842.67	26.7m
Runway 11-29			
East Surfaces origin	710523.40	314079.43	22.0m
West Surfaces origin	711156.57	313380.70	26.2m
Glider grass 10			
East Surfaces origin	710475.01	314159.05	21.4m
West Surfaces origin	710992.14	313313.80	26.3m

All co-ordinates are Timaru circuit coordinates Mt Horrible origin (700,000mN; 300,000mE). *Mean Sea Level datum is Lyttelton (1937).*


Richard Pearse Airport Flight Paths
7(a)
Flight Protection Surfaces
Limit of Conical Surface
177m above Mean Sea Level
Limit of Horizontal Surface
72m above Mean Sea Level
Orari
Winchester
Temuka
Pleasant Point
Timaru
N
W
E
S
0 1 2 3 4 5
Kilometers


Richard Pearse Airport Flight Paths
7(b)
Roaring Camp Road
Arowhenua Road
Levels Plain Road
Foley Road
Naughton Road
Dominion Road
Dominion Road East
Fairview Road
Lynch Road
Hadlow Road
Brosnan Road
Pleasant Point Highway
Divan Road
Levels Store Road
Timaru-Temuka Highway
Kennels Road
A
B
C
D
E
F
G
H
I
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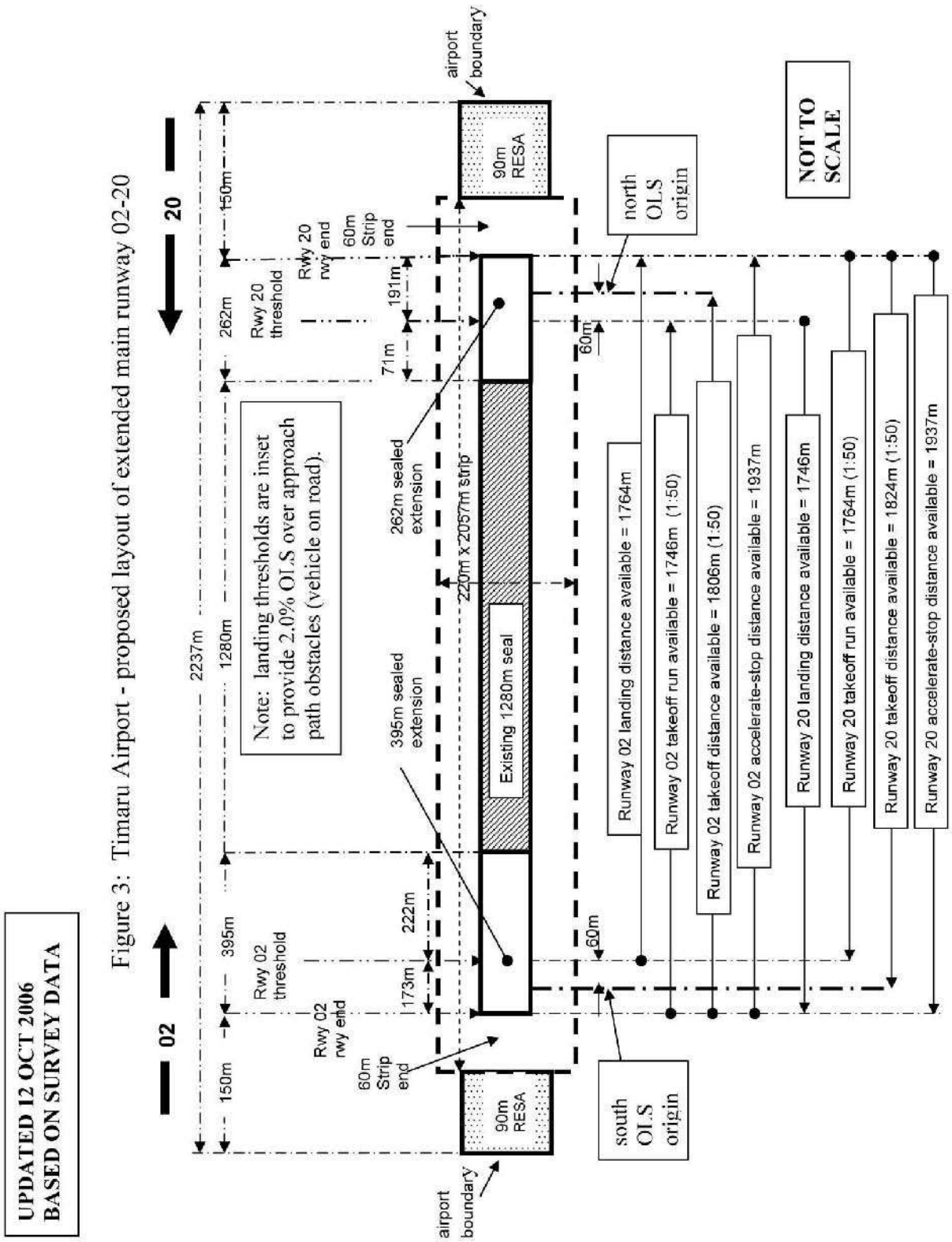

Figure 3: Timaru Airport - proposed layout of extended main runway 02-20

6.11.6 PROVISIONS RELATING TO SANITARY LANDFILL - REDRUTH

(1) The Redruth site shall be a sanitary landfill operation. Sanitary landfilling is an engineering method of disposing of solid wastes on land in a manner that protects the environment, by spreading the wastes in thin layers, compacting it to the smallest practical volume, and covering it with soil or other suitable cover material by the end of each working day.

The operation of the sanitary landfill site shall involve restriction on all access to the landfill face. This will be achieved by the construction and operation of a transfer/reception facility onsite, in conjunction with waste collection by mobile plastic bins.

(2) An Operational Management Plan for the site shall be prepared and this Operational Management Plan shall be reviewable every three years.

(3) On the extended Redruth site, an environmental buffer zone and protective work shall be developed as follows:

(i) A buffer zone located to the west and north of the site comprising a strip of land up to 120 metres wide but not less than 50 metres wide between the site and the industrial area shall be formed, grassed and planted.

(ii) An embankment 3 metres to 6 metres in height shall be constructed. Spreading of soil material on the embankment and planting of appropriate grasses and trees and the installation of a watering system shall be undertaken in accordance with the report of the Soil Science Division of Lincoln College.

(4) A further environmental buffer zone shall be located to the south and east of the site as the sanitary landfill progresses along this area. This will comprise an embankment and planting to screen the landfill areas from the walkway.

(5) Adjacent to the access to the onsite reception area, landscaping and planting shall be undertaken together with suitable planting within road reserves in the immediate vicinity of the main entrance to the sanitary landfill site.

(6) Refuse placed in the sanitary landfill shall be compacted using specialised mobile compaction equipment and a minimum area of refuse shall be exposed at any one time. The refuse placed in the sanitary landfill site shall be covered with a nominal 150 millimetres of soil or other cover material on a daily basis.

(7) Mesh fences and screens up to 4 metres in height shall be placed around the working areas to prevent windblown material from leaving the immediate vicinity. Regular inspection will be undertaken and any material which is blown beyond the site area will be collected.

(8) The final surface of the landfill shall be capped off with a cover of soil material to a depth appropriate to the rehabilitation and landscape programme as set out in the Operational Management Plan.

(9) As each section of sanitary landfill is completed, vegetative cover shall be established in accordance with the Operational Management Plan. Rehabilitation will take place on a four to eight year cycle leaving room for managed co-disposal operations.

(10) The site shall be operated in a manner designed to avoid the needless attraction of birds or vermin, and control programmes and inspections shall be carried out on a regular basis.

(11) The management of the site may include sorting and stock piling of sand, soils and composting of suitable materials primarily for the purpose of regular covering of deposited refuse and topsoiling activities.

(12) Co-disposal of special and hazardous wastes shall be in accordance with recognised landfill acceptance criteria or accepted disposal procedures. Special and hazardous wastes may not necessarily be accepted for disposal at the landfill.

(13) Leachate shall be collected by an under-drainage system and pumped into the city sewerage system or any alternative leachate disposal systems complying with discharge permits. Stormwater from the working face and the immediate tipping area shall be collected into the leachate collection system.

(14) The operating authority shall monitor the sanitary landfill site in respect of the following matters:

(i) Inspection points will be placed within the site to enable observation of the water table and testing of water quality.

(ii) A log shall be kept of the special and hazardous wastes co-disposed onsite. It shall record the type and amount of material, and the date and location of its disposal within the site.

(iii) The volume of landfill used per annum shall be recorded as a basis for ensuring the maximum economic life of the site.

The above points (i) to (iii) are also requirements of the Canterbury Regional Council Consent CRC 950945.

(15) No open burning of refuse shall be undertaken at the sanitary landfill site.

(16) The Council will encourage the input and comments of any body or person representing some relevant aspect of the public interest to ensure the effective operation of the site in accordance with the provisions of this part of the District Plan and the Operational Management Plan.

6.11.7 UNDERLYING ZONES

The underlying zone of all Designated land shall be the zone in which each respective part of the Designation is located.