

## 2.4 Institutional Precincts and the Airport

The Institutional Precincts are the areas occupied by Victoria University, Massey University and Wellington Hospital. Each is located among residential and suburban centre areas and is close to the central city. All are characterised by intensive building development including large blocks or tower buildings, constant people and vehicle flows, considerable impact on surrounding residential neighbourhoods (such as availability of parking), and constant pressure for change and growth.

The Airport Precinct covers Wellington Airport, a distinctive area where the specialised activities are controlled by separate rules.



### KEY OBJECTIVES OF THE DISTRICT PLAN:

- **Recognise and permit existing uses to continue**

#### *Explanation*

The primary activities undertaken in the institutional precincts – educational and health services – have taken place there over a long period of time. The universities and the hospital contribute significantly to the economy, culture and welfare of Wellington and its residents.

Therefore the District Plan encourages their core activities to continue and related activities to develop, providing nearby residential areas are protected from adverse effects. This especially applies to the Airport Precinct where there are rules controlling the effects of airport noise, and the use and storage of hazardous substances such as aviation fuel.



- **Establish boundaries to contain expansion into residential areas**

#### *Explanation*

In the past, moves by the universities and the hospital to expand into surrounding residential areas have sometimes caused conflict. For this reason, the District Plan generally confines development to within the existing boundaries of these precincts. Although expansion is not prohibited, it requires a resource consent or Plan Change so that the effects can be fully assessed. However, the Council believes there is ample scope for growth in the Central Area and Suburban Centres, especially of education-related activities, and few restrictions are placed on the activities undertaken in these areas.





- **Use design controls to better integrate new development with residential areas**

*Explanation*

Buildings erected within these precincts often contrast dramatically with surrounding residential areas. There are Design Guides for each precinct (apart from the Airport) against which proposals must be assessed before construction starts. These guidelines deal only with the general form and scale of proposed buildings, not with their detailed design, and are particular concerned with developments that adjoin or face residential areas. The Design Guides also aim to improve the visual quality of the precincts through good site layout and landscaping. The overall aim is to ensure that new developments are visually well-integrated with nearby residential neighbourhoods.



- **Improve noise environment at the airport**

*Explanation*

Noise is inevitably one of the main adverse effects associated with an airport. The District Plan sets acceptable noise emission levels, as measured in the Outer Residential Area. There are also various provisions relating to the timing of flights, the use of particular aircraft and engine testing. The airport is required to prepare a noise management plan addressing how aircraft operating procedures, and the airport's layout and equipment, could be modified to improve the noise environment.