

# **Wellington City Proposed District Plan**

## **Hearing Stream 6 - Airport Zone chapter**

### **Appendix C – WIAL Submission Tracked Changes**

This entire chapter has been notified using the RMA Part One, Schedule 1 process ([P1 Sch1](#)).

# He Rohe Taunga Wakarererangi

## Airport Zone

AIRPZ

Airport Zone

### Introduction

~~The purpose of the Airport Zone is to provide for the ongoing management and development of Wellington International Airport in relation to its site and the surrounding environment. The District Plan recognises and protects the Airport's status as regionally significant infrastructure (as identified by the Wellington Regional Policy Statement) and its economic / physical importance as a transport hub. The National Planning Standard 8 Zone Framework Standard describes an~~ The Airport Zone is as 'an area used predominantly for the operation and development of an airport as well as operational areas and facilities, administrative, commercial and industrial activities associated with the airport'.

The Airport Zone and associated Infrastructure chapter (sub chapters) recognise and protect the Airport's status as Regionally Significant Infrastructure and its economic and physical importance as a transport hub and facilitator of economic activity at a District, Regional and National level.

~~Wellington International Airport Limited (WIAL) is the Airport's owner and operator. WIAL undertakes masterplanning as part of its overall business — adopting a planning horizon of twenty years. WIAL's masterplan is a non-statutory document, entirely separate from the District Plan, and it may be subject to change on an ongoing basis. The masterplan highlights WIAL's long term expectations for growth in air traffic and associated implications for physical development at the Airport. The nature, timing and physical extent of development will be driven by diverse local and international factors over the life of this District Plan and beyond.~~

WIAL is a Requiring Authority for the purposes of Part 8 of the RMA, and holds four Designations that broadly apply to the Airport Zone area and its surrounds. The WIAL masterplan has informed the Airport company's existing designations (see Part 3 of the District Plan for operative designations). These include:

1. Designation WIAL1;
2. Designation WIAL2;
3. Designation WIAL4; and
- 4.4. Designation WIAL5.

The nature, timing and physical extent of development will be driven by diverse local, national and international factors over the life of this District Plan and beyond. Such activity will also be informed and guided by WIAL's master plan – a non-statutory document that guides the development and growth of the Airport over a 20 year period and ensures that the operational imperatives of the Airport are protected at all times.

Some Airport relevant provisions are set out in other chapters, including Noise, Signs, Earthworks, Light and Designations.

The Act, and therefore the District Plan, share the same broad definition of 'infrastructure', which includes airports. Notwithstanding that, the Infrastructure Chapter (including sub chapters) of the District Plan specifically excludes activities that fall under the definition of airport ~~purposes~~ or airport related activities which occur within the Airport Zone. ~~(which are dealt with in the Airport chapter).~~ Any infrastructure within the Airport Zone that is inconsistent with those definitions or any airport or airport-related activities located outside of the Airport Zone continue to be managed by the rules within provisions of the Infrastructure Chapter (and associated sub chapters).

## **Airport Precincts**

The Airport Zone comprises of eight precincts which reflect the primary function of the areas and/or their environmental context. Described further below and shown on the plan included at the end of this chapter as Figure 1 these precincts include:

1. The Airside Precinct;
2. The Broadway Precinct;
3. The East Side Precinct;
4. The Miramar South Precinct.
5. The Rongotai Ridge Precinct;
6. The South Coast Precinct;
7. The Terminal Precinct; and,
8. The West Side Precinct;

~~specific precincts. Six of those precincts are physically contiguous and identified below as: Terminal; Airside; East Side; West Side; Broadway; and South Coast. In addition, there are two physically separate precincts, being Rongotai Ridge and Miramar South. Precinct boundaries are shown by the plan included at the end of this chapter. The boundaries are indicative in locations where they do not follow cadastral boundaries.~~

### **Terminal Precinct**

For passengers, the Terminal Precinct is the Airport's heart. It comprises the main passenger terminal, access and roading, car parking, and commercial and passenger support services including visitor accommodation and conference facilities. It also contains airside airport facilities such as hangars, aircraft parking stands, and aviation support facilities.

### **Airside Precinct**

The Airside Precinct comprises the runway, north-south taxiways, and associated aprons. It also includes hangars and aircraft parking stands.

### **East Side Precinct**

~~At the date of District Plan notification (18 July 2022), t~~The East Side Precinct ~~is used as~~ comprises the southern part of Miramar Golf Course. In the short term, it will continue to be used for golfing purposes as such, until growth in air traffic necessitates its redevelopment for aircraft parking / taxiing purposes. The redevelopment may occur in stages. Until it is fully developed, the precinct may also be used for the temporary

relocation of parking where it is displaced by construction activity in other parts of the Airport. ~~The precinct will be largely free of buildings and commercial signage.~~

### **West Side Precinct**

The West Side Precinct includes the Airport Retail Park on the eastern side of Tirangi Road. It comprises mainly commercial uses and associated parking. It also includes the Airport's flight control tower, future replacement fire station, and some aircraft hangars. Urban design 'edge effects' are an important consideration where the land faces adjacent residential zoned land. The precinct is a valuable resource for the Airport, providing a source of income from ground leases which help to support other aspects of the business. In the long term, the land may potentially be used for Airport operational purposes in accordance with its master plan.

### **Broadway Precinct**

The Broadway Precinct is located at the entrance 'gateway' to the Airport. Although much of the nearby area is zoned for residential use, the Broadway Precinct is a 'transitional' location with a mix of land uses. Together with the Miramar South Precinct, it forms an important 'gateway' to both the Airport and suburbs to the east.

### **South Coast Precinct**

The South Coast Precinct partially fronts the southern coastline and the Moa Point wastewater treatment plant. An important transitional area, this precinct has airside and landside access, making a valuable strategic site for future multi-user freight facility over the longer term. Height limitations imposed by Designation WIAL1 also make this area an ideal location for storage and car parking activities. shares a short section of boundary with adjacent residential land. It also abuts land occupied by the Moa Point wastewater treatment plant which is subject to Designation WCC6. The Airport's 2040 masterplan identifies the precinct as the location of a multi-user freight facility.

### **Rongotai Ridge Precinct**

The Rongotai Ridge Precinct comprises land located between Wexford Road and Miramar Avenue and is physically separate from other precincts ~~of the 'Main Site'~~. Development within large portions of this precinct is constrained by Designation WIAL1. Maupuia Pā, a Site of Significance to Māori, is also located within this precinct. ~~The upper (ridge) part of the precinct has an existing commercial building used for non-Airport purposes but most of the area is predominantly open space. Any further development in the precinct is constrained by the obstacle limitation surface (OLS) designation (WIAL1) which precludes most potential development opportunities.~~

### **Miramar South Precinct**

~~Most of the Miramar South Precinct was previously the site of Miramar South School. The precinct is subject to a designation (WIAL2) to allow the development of support services to the Airport, including flight catering, rental car operations, and freight operations. At its Broadway end, the~~ The Miramar South Precinct forms an important 'gateway' to both the Airport and suburbs to the east. With no airside access, the precinct lends itself to the development of support services to the Airport, including flight catering, rental car operations, airport related vehicle storage, and freight operations

### **Airport Noise**

~~The management of noise associated with the Airport's operations is addressed in the District Plan Noise Chapter. Noise is subject to the following interrelated controls:~~

- ~~1. District Plan provisions which reference specific noise restrictions.~~
- ~~2. District Plan provisions which reference the Airport's Noise Management Plan (NMP).~~
- ~~3. The NMP, which sits outside of the District Plan.~~
- ~~4. The Air Noise overlay (ANO) — which is demarcated on the District Plan maps, and referenced in District Plan provisions and the NMP. The extent and nature of the ANO is guided by the recommendations of New Zealand Standard NZS6805:1992 Airport Noise Management and Land Use Planning.~~

### **Airport Designations**

~~Parts of the Airport and its operations are subject to designations of WIAL and other requiring authorities. The main designations include associated conditions that control the nature of development and the extent of WIAL's authority under relevant provisions of the Resource Management Act.~~

~~WIAL designations are included in Part 3 of the District Plan.~~

### ~~Airspace Designation~~

~~The purpose of the airspace designation (Designation WIAL1) is to help ensure the safe and efficient operation of the Airport. The designation limits the height of objects, such as new buildings below aircraft flight paths, by imposing an obstacle limitation surface (OLS). The OLS applies to obstacles both within and outside of the Airport Zone.~~

~~The OLS restrictions are defined and explained by designation 'WIAL1' and the related 'Conditions 1'. They are illustrated by the maps within Condition 1. Development that breaches the OLS can only occur with the prior written consent of WIAL.~~

### ~~Designations~~

~~WIAL has four designations covering different parts of the Airport and surrounding land. The WIAL designations are:~~

~~-~~

- ~~1. Designation WIAL2 (Miramar South): Land bordered by Miro, Kauri, Kedah and Broadway streets, enabling its development and use for flight catering, rental car operations, and freight operations. There is a suite of related conditions.~~
- ~~2. Designation WIAL3 (RESA): The southern runway end safety area extension.~~
- ~~3. Designation WIAL4 (Main Site Area): The main Airport land, including the Terminal, runway / taxiing areas, and the Tirangi Road Retail Park. There is a suite of related conditions.~~
- ~~4. Designation WIAL5 (East Side Area): Land adjoining and immediately east of the main Airport land which has historically been the southern part of Miramar golf course. When required by growth air traffic, the designation will enable development and use of the land for the parking and taxiing of aircraft. There is a suite of related conditions.~~

### ~~Other Designations~~

~~Other non-WIAL designations which affect the Airport Zone land include:~~

~~-~~

- ~~1. Designation MZLN4: Meteorological purposes (entirely within the Airport Zone).~~
- ~~2. Designation WCC6: Moa Point Sewage Treatment Plant (partly within the Airport Zone).~~

## Other relevant District Plan provisions

~~Parts of the Airport and its operations are subject to designations [held by or of WIAL](#) and other requiring [authorities](#). The main designations include [associated conditions that control the nature of development and the extent of WIAL's authority under relevant provisions of the Resource Management Act](#). [WIAL designations are included in Part 3 of the District Plan](#).~~

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There may be a number of provisions that apply to an activity, building, structure or site. Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

Objectives	
AIRPZ-O1	Purpose of the Airport Zone
Wellington International Airport is recognised and protected as locally <del>and</del> <sub>1</sub> regionally <del>and nationally</del> significant infrastructure.	
AIRPZ-O2	Development of the Airport Zone

Development of the Airport is enabled where it provides for a wide range of Airport activities and Airport related activities that are associated with the function and operation of Wellington Airport.

The dual character of the Airport Zone as a working environment and a regional / international gateway is balanced, recognising:

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- 1. ~~The Airport's role as an air and land transport hub that provides for the safe and efficient movement of people and goods;~~
- 2. ~~There will be development that reflects the purpose of the Airport Zone, and for airport related purposes that provide the Airport with other forms of support; and~~
- 1. ~~A higher standard of design may be necessary where large buildings or structures are adjacent to or visible from the public domain.~~

<b>AIRPZ-O3</b>	<b>Compatibility of other activities</b>
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~~Airport related and non~~Non-airport activities are compatible with:

1. ~~Compatible with~~The efficient operation, maintenance, and upgrading of the Airport and its associated effects;
2. ~~Compatible with~~The efficient and integrated functioning of other transport networks; and
3. The ~~operation of the Airport is protected from reverse sensitivity effects outside the Airport Zone~~overall urban form and amenity of adjacent zones

<b>AIRPZ-O4</b>	<del>Adverse effects generated by activities</del> <u>Management of effects</u>
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The Airport's operational and functional requirements are provided for while ensuring the adverse effects of Airport and Airport related activities on the environment are avoided, remedied or mitigated.

~~Adverse effects of activities are avoided, remedied, or mitigated, while recognising:~~

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- 1. ~~The need for effects management within the Airport Zone, including effects on the amenity of the surrounding area; and~~
- 2. ~~The need for effects management in adjacent areas outside the Airport Zone, to avoid or limit effects on the efficiency and safety of the Airport.~~

<b>AIRPZ-O5</b>	<b>Carbon neutrality</b>
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Activities are enabled that contribute to carbon neutrality, including:

1. Decarbonisation of the airport and aircraft operations;
2. Significant growth in integrated low-carbon land transport ~~options~~operations to and from the airport; and
3. Generation, storage and use of renewable or low carbon energy for the airport.

<b>AIRPZ-O6</b>	<b>Airport resilience</b>
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The resilience of the Airport and its supporting infrastructure, including other transport links, is maintained or enhanced, while providing for the Airport's operational and functional requirements.

## **Policies**

<b>AIRPZ-P1</b>	<del>Airport purposes activities, buildings and structures</del>
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~~Enable Airport Purposes activities, buildings and structures, including but not limited to those that:~~

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- 1. ~~Facilitate the transport of people and cargo by aircraft; and~~
- 2. ~~Are ancillary activities or services that provide essential support to the transport function.~~

<b>AIRPZ-P12</b>	<b>Airport <u>and Airport</u> Related activities, buildings and structures</b>
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Enable Allow forairport and airport related activities that provide support to airport purposes, including but not limited to those that:

1. Facilitate the transport of people and cargo by aircraft;
2. Are ancillary activities or services that provide support to the transport or airport activity function;
4. 3. Provide services to passengers, crew, ground staff, airport workers, and other associated workers and visitors;
2. 4. Support the economic viability of the Airport; and
3. 5. Support carbon neutral outcomes, including through transport decarbonisation, and renewable or low carbon energy generation, storage and use.

<b>AIRPZ-P<del>23</del>3</b>	<b>Non-airport activities</b>
<p>Discourage new non-airport related activities that:</p> <ol style="list-style-type: none"> <li>1. Compromise the long-term availability of land for airport or airport related activities;</li> <li>2. Give rise to adverse effects on the safety and efficiency of the <u>adjacent</u> transportation network;</li> <li><del>3. Significantly compromise the achievement of carbon neutral outcomes in the Airport as a whole; or</del></li> <li><del>3. Are incompatible with the overall urban form of adjacent zones; or</del></li> <li>4. <del>Has a significant adverse effect on the economic viability of Kilbirnie or Miramar Centre Zones.</del></li> </ol> <p><del>Where non-airport activities are allowed, limit their nature, scale and extent to be generally compatible with the outcomes sought under AIRPZ-P1 and AIRPZ-P2.</del></p>	
<b>AIRPZ-P<del>34</del>4</b>	<b>Airport character</b>
<p>Maintain and enhance <del>public</del><u>the</u> character <del>at</del><u>of</u> the zone interface and in publicly accessible parts of zone, including through consideration of:</p> <ol style="list-style-type: none"> <li>1. The interface of the Airport Zone with adjoining and adjacent land;</li> <li>2. <del>The New Zealand Urban Design Protocol;</del></li> <li>3. Any landscape plan, urban design principles or statement, or integrated design management plan, prepared for an Airport precinct;</li> <li>4. The 'gateway' status of the Broadway, Miramar South and South Coast precincts, with respect to the Airport and adjacent land;</li> <li>5. The visual and landscape significance of the Rongotai Ridge precinct; and</li> <li>6. The visual and landscape significance of the Landscape Buffer Area at the eastern margin of the East Side Precinct (refer to <u>to Figure 2 of this chapter</u><del>Figure 7</del>).</li> </ol>	
<b>AIRPZ-P5</b>	<b>Management of effects</b>
<p>Manage activity, building and structure effects in the Airport Zone, having regard to:</p> <ol style="list-style-type: none"> <li>1. Design, scale and location <u>of buildings and structures, and associated public and private effects, including the impacts of construction;</u></li> <li>2. Compatibility with the role and function of the Airport Zone;</li> <li>3. Whether the activity, building or structure is ancillary to and/or supports airport activities;</li> <li>4. Safety, security and resilience of the Airport (and supporting infrastructure) as an air and land transport hub;</li> <li>5. Efficiency and capacity of the Airport and other infrastructure and services;</li> <li>6. Potential conflict with established or permitted activities on adjoining and adjacent land outside the Airport Zone;<del> and</del></li> <li>7. <del>The need to measure, report and pursue decarbonisation of airport related activities, including embedded emissions from construction, and activity attracted by the Airport (such as public and private transport).</del></li> </ol>	
<b>Rules: Land use activities</b>	
<b>AIRPZ-R1</b>	<b>Airport <del>Activities and Airport Related Activities</del>purposes</b>
<p>1. Activity status: <b>Permitted</b></p> <p>Where:</p> <ol style="list-style-type: none"> <li>a. The activity is for <u>an</u> airport <del>purposes activity or airport related activity</del> and complies with <u>the</u><del>any</del> relevant <del>requirements standards</del> of AIRPZ-S3 <u>and</u> AIRPZ-S4.</li> </ol>	
<p>2. Activity status: <b>Controlled</b></p> <p>Where:</p> <ol style="list-style-type: none"> <li>a. The activity is land development and construction in the East Side Precinct.</li> </ol> <p>Matters of control are:</p> <ol style="list-style-type: none"> <li>1. Construction effects, including earthworks, noise, hours of operation, and traffic.</li> </ol>	
<p>3. Activity status: <b>Restricted Discretionary</b></p>	

Where:

- a. The activity is for an airport activity or airport related activity and ~~the any relevant standards in AIRPZ-S3 or AIRPZ-S4 is not met;~~airport purposes; and
- b. Any standard in AIRPZ-S1, AIRPZ-S2 or AIRPZ-S3 is not met.

Matters of discretion are:

1. The extent and effect of non-compliance with any relevant standard ~~as~~ specified in the associated assessment criteria for the infringed standards; and
- 1.2. Construction effects, including earthworks, noise, hours of operation and traffic; and
- 2.3. Relevant matters listed in policies AIRPZ-P1, AIRPZ-P~~3~~<sup>4</sup> and AIRPZ-P~~4~~<sup>5</sup>.

#### 4. Activity status: **Discretionary**

Where:

- a. The activity is not otherwise a permitted, controlled, or restricted discretionary activity under rule AIRPZ-R1.

### **AIRPZ-R2**

#### **Airport related activities**

#### ~~1. Activity status: **Permitted**~~

~~Where:~~

- ~~a. The activity is a golf course in the East Side Precinct; and~~
- ~~b. Any relevant standard in AIRPZ-S1 is met.~~

#### ~~2. Activity status: **Controlled**~~

~~Where:~~

- ~~a. The activity is an airport related activity in the Terminal Precinct; and~~
- ~~b. Any relevant standard in AIRPZ-S1 is met.~~

~~Matters of control are:~~

- ~~1. Relevant matters listed in policies AIRPZ-P2, AIRPZ-P4 and AIRPZ-P5;~~
- ~~2. Design, external appearance and siting;~~
- ~~3. Lighting;~~
- ~~4. Landscaping;~~
- ~~5. Parking provision and use;~~
- ~~6. Site access;~~
- ~~7. Loading and servicing;~~
- ~~8. Internal traffic circulation; and~~
- ~~9. Traffic effects on the surrounding road network.~~

#### ~~3. Activity status: **Restricted Discretionary**~~

~~Where:~~

- ~~a. The activity is an airport related activity in the Terminal Precinct; and~~
  - ~~i. Any standard in AIRPZ-S1 is not met; or~~
- ~~b. The activity is an airport related activity in the West Side, Broadway, Miramar South, Rongotai Ridge, or South Coast precincts; and~~
  - ~~i. All relevant standards in AIRPZ-S1, AIRPZ-S2 and AIRPZ-S3 are met.~~

~~Matters of discretion are:~~

- ~~1. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standards; and~~
- ~~2. Relevant matters listed in policies AIRPZ-P2, AIRPZ-P4 and AIRPZ-P5.~~

#### ~~4. Activity status: **Discretionary**~~



Where:

- a. ~~The activity is an airport related activity; and~~
- b. ~~The activity is not controlled, restricted discretionary or non-complying activity under rule AIRPZ-R2.~~

~~Notification status: An application for resource consent made in respect of this rule may be publicly notified.~~

~~5. Activity status: **Non-complying**~~

Where:

- a. ~~The activity is an airport related activity; and~~
  - i. ~~Standard AIRPZ-S3 is not met.~~

~~Notification Status: An application for resource consent made in respect of this rule will be publicly notified.~~

**AIRPZ-R3R2** | **Non-airport activities**

1. Activity status: **Restricted Discretionary**

Where:

- a. ~~The activity is a non-airport activity; and~~
- b.a. All relevant standards in AIRPZ-S1, AIRPZ-S2 and AIRPZ-S3 to AIRPZ-S4 are met.

~~Notification status: An application for resource consent made in respect of this rule may be publicly notified.~~

Matters of discretion are:

1. Construction effects, including earthworks, noise, hours of operation and traffic;
2. Traffic generation, parking, loading and access; and
- 4.3. Relevant matters listed in policies AIRPZ-P2 to AIRPZ-P4.

2. Activity status: **Non-complying Discretionary**

Where:

- a. ~~Compliance with the standards in AIRPZ-S3 to AIRPZ-S4 are not met; or, The activity is a non-airport activity; and~~
- b. The activity is not otherwise a restricted discretionary activity under AIRPZ-R3.1. a discretionary activity under Rule AIRPZ-R3.1.

~~Notification status: An application for resource consent made in respect of this rule must be publicly notified.~~

**Rules: Building and structure activities**

**AIRPZ-R4R3** | **Buildings and structures**

1. Activity status: **Permitted**

Where:

- a. All relevant standards in AIRPZ-S1 to AIRPZ-S2 are met; or A building or structure is for airport purposes; and
  - i. ~~Compliance with standards AIRPZ-S1 or AIRPZ-S2 is achieved.~~
- b. A building or structure is for golf course activities in the East Side Precinct; and
  - i. Any relevant standard in AIRPZ-S1 is met.

2. Activity status: **Controlled**

Where:

- a. A building or structure within the East Side Precinct Landscape Buffer Area (Figure 2) to facilitate public access, amenity, safety or the security of the airport; and
- b. Compliance with standard AIRPZ-S1 is otherwise met.
- a. ~~A building or structure is for an airport related activity in the Terminal Precinct; and~~
  - i. ~~Does not exceed 12m; and~~
  - ii. ~~Compliance with standard AIRPZ-S1 is otherwise achieved;~~
- b. A building or structure in the Figure 7 – East Side Precinct, Landscape Buffer Area is to facilitate:
  - i. Public access, amenity, safety, or the security of the airport; and
  - ii.i. Compliance with standard AIRPZ-S1 is otherwise achieved.

Matters of control are:

1. ~~The Relevant~~ matters listed in AIRPZ-P1, AIRPZ-P2, AIRPZ-P3 and AIRPZ-P4 ~~and AIRPZ-P5~~;
2. Design, external appearance and siting;
- ~~3. Landscaping, and integration with the surrounding environment; and~~
- ~~4.3. Traffic generation, parking, loading and access.~~

3. Activity status: **Restricted Discretionary**

Where:

- ~~a. Non-compliance with height control adjoining or adjacent to residential areas or the Open Space (golf course) zone is not exceeded by more than 20%; and~~
- ~~b. Compliance with standards AIRPZ-S1 and/or AIRPZ-S2 are otherwise met.~~
- ~~a. A building or structure is for airport purposes but is not a permitted activity under AIRPZ-R4.1; and~~
  - ~~i. Non-compliance with height control adjoining or adjacent to residential areas or the Open Space Zone (golf course) is not exceeded by more than 20%; and~~
  - ~~ii. Compliance with standards AIRPZ-S1 or AIRPZ-S2 is otherwise achieved.~~
- ~~b. A building or structure is for an airport related activity but is not a controlled Activity under AIRPZ-R4.2.~~
  - ~~i. Non-compliance with height control adjoining residential areas or the Open Space Zone (golf course) is not exceeded by more than 20%; and~~
  - ~~ii. Compliance with standards AIRPZ-S1 or AIRPZ-S2 is otherwise achieved.~~

Matters of discretion are:

1. ~~The Relevant~~ matters listed in AIRPZ-P1 to AIRPZ-P4~~5~~;
2. Maximum height;
3. Gross floor area;
4. Height control adjoining residential areas;
5. Height control adjoining the Open Space Zone (golf course);
6. Traffic generation, parking, loading and access;
7. ~~In the Miramar South precinct, consistency with the integrated design management plan; and~~
8. In the Rongotai Ridge precinct, the effects of any building or structure on the form and character of the ridge.

4. Activity status: **Discretionary**

Where:

- ~~a. The building or structure is not otherwise a permitted, controlled or restricted discretionary activity under AIRPZ-R3.~~
- ~~a. A building or structure for any purpose is not a Permitted, Controlled, or Restricted Discretionary activity; and/or~~
- ~~b. A building or structure is in the Figure 7 – East Side Precinct, Landscape Buffer Area but is not a Controlled Activity under AIRPZ-R4.2.~~

~~Notification status: An application for resource consent made in respect of this rule may be publicly notified.~~

Standards		Assessment Criteria
AIRPZ-S1	Maximum height and location of buildings and structures (except Miramar South precinct and Rongotai Ridge precincts)	
1. Buildings and structures must not exceed the following maximum heights above ground level: <ol style="list-style-type: none"> <li>a. 30m in the Terminal precinct;</li> <li>b. 18m outside the Terminal Precinct, except:               <ol style="list-style-type: none"> <li>i. 15m for hangars used for Code C (or smaller) aircraft.</li> <li>ii. 20m for hangars used for Code E or other wide body aircraft; and</li> </ol> </li> <li>c. 10m in the East Side Precinct;</li> </ol>		Assessment criteria where the standard is infringed: <ol style="list-style-type: none"> <li>1. Urban design / visual impact, including:               <ol style="list-style-type: none"> <li>a. Height and bulk; and</li> <li>b. Visual interest;</li> </ol> </li> <li>2. Minimisation of visual impacts, including by:               <ol style="list-style-type: none"> <li>a. Limits to visual massing; and</li> <li>b. Visual permeability (maintenance of view lines);</li> </ol> </li> <li>3. Effects on adjacent residential sites, including:</li> </ol>

<p>2. In addition to 1 above, the height and / or location of all buildings and structures shall be further restricted:</p> <ol style="list-style-type: none"> <li><del>In the Terminal Precinct, no closer than 20m to an external site boundary);</del></li> <li>No higher than 15m, if within 8m of the Open Space Zone (golf course) boundary;</li> <li>No higher than 4m, if within 5m of a residential zone boundary;</li> <li>Code E hangars may only be in the West Side Precinct, and no closer than 10m to an external site boundary; and</li> <li>In the South Coast precinct, no closer than 10m to the Moa Point Road boundary;</li> </ol> <p>3. Gross floor area of any new building in the Terminal Precinct (<del>where a consent application is lodged after this provision is operative</del>) shall not exceed 1,500m<sup>2</sup>.</p> <p>Except that:</p> <p>4. The following items are excluded from the consideration of maximum height:</p> <ol style="list-style-type: none"> <li>Lift shafts, plant rooms, stairwells, water tanks, air conditioning units, ventilation ducts, chimneys, lighting poles and similar features on buildings or structures;</li> <li>Retaining structures or other engineering structures required to ensure ground stability of network utility infrastructure and navigational aids;</li> <li>Navigation and safety aids, monitoring stations, lighting and telecommunications facilities; and</li> <li>Fencing or retaining wall structures.</li> </ol>	<ol style="list-style-type: none"> <li>Length of contiguous or near contiguous development on or near a zone boundary; and</li> <li>Shading and privacy impacts;</li> </ol> <p>4. Landscape impacts, including:</p> <ol style="list-style-type: none"> <li>Screening, planting (including species used), and landscaping; <del>and</del></li> <li><del>Effects on existing significant vegetation; and</del></li> <li><del>Relationship of landscaping to the gateway function of the Broadway and South coast precincts;</del></li> </ol> <p><del>5. Traffic generation, parking, and public transport impacts, including:</del></p> <ol style="list-style-type: none"> <li><del>Parking;</del></li> <li><del>Public transport;</del></li> <li><del>Site access;</del></li> <li><del>Loading and servicing;</del></li> <li><del>Internal traffic circulation; and</del></li> <li><del>Traffic effects on the surrounding road network;</del></li> </ol> <p><del>6.5. The impacts of retail development on nearby Commercial or Mixed Use zones, and communities;</del></p> <p><del>7.6. The compatibility of structures and activities in the Broadway precinct with the precinct's function as a gateway to the Airport and Miramar / Strathmore; and</del></p> <p><del>8.7. Integration between adjoining precincts (and other areas of the Airport); and</del></p> <p><del>9. Construction impacts, including in relation to:</del></p> <ol style="list-style-type: none"> <li><del>Any temporary carparking required to facilitate construction activities; and</del></li> <li><del>The need for an Earthworks Construction Management Plan.</del></li> </ol>
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<b>AIRPZ-S2</b>	<b>Maximum height and location of buildings and structures (Miramar South precinct and Rongotai Ridge precincts)</b>
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<p>1. The height of buildings and structures must not exceed the following heights above ground level:</p> <ol style="list-style-type: none"> <li><del>In the Airport Miramar South precinct, a wall height greater than 8 metres from existing ground level;</del></li> <li>A roof height greater than 9 metres <del>from existing ground level if located within Area A of the Airport Miramar South precinct, or within</del> the Rongotai Ridge precinct;</li> <li>A roof height greater than 1<del>10</del> metres from existing ground level if located within <del>Area B of</del> the Miramar South precinct.</li> </ol> <p>2. The coverage, location and length of buildings and structures shall not:</p> <ol style="list-style-type: none"> <li>Exceed total site coverage of 35% in the Airport Miramar South precinct;</li> <li>Be closer than 5 metres to the Site boundary; and</li> <li>Exceed 10 metres of continuous wall length without a step in the wall profile of the wall of at least one metre in depth, or via the use of another architectural device or change in materials or colour.</li> </ol> <p>Except that:</p>	<p>Assessment criteria where the standard is infringed:</p> <ol style="list-style-type: none"> <li>Urban design / visual impact, including:       <ol style="list-style-type: none"> <li>Height and bulk; <del>and</del></li> <li>Visual interest; and</li> <li><del>Miramar South Integrated Design Management Plan (IDMP);</del></li> </ol> </li> <li>Scale and context appropriate to the surrounding area, including:       <ol style="list-style-type: none"> <li>Form of rooflines;</li> <li>Variation in bulk, form, scale and coverage of buildings; and</li> <li>Minimisation of roof lighting visible to residential properties;</li> </ol> </li> <li>Effects on adjacent <u>residential</u> sites, including:       <ol style="list-style-type: none"> <li>Length of contiguous or near contiguous development on or near a <u>residential</u> zone boundary; and</li> <li>Shading and privacy impacts;</li> </ol> </li> <li>Landscape impacts, including screening, planting and landscaping;</li> <li><del>Traffic generation, parking, and public transport;</del></li> <li><del>The impacts of commercial development on nearby communities; and</del></li> <li><del>Construction impacts, including in relation to:</del></li> </ol>
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<p>3. Lift shafts, plant rooms, stairwells, water tanks, air conditioning units, ventilation ducts, chimneys, lighting poles and similar features on buildings or structures are excluded from the consideration of maximum height.</p>	<p><del>a. Any temporary carparking required to facilitate construction activities; and</del>  <del>b.a. The need for an Earthworks Construction Management Plan.</del></p>
<p><b>AIRPZ-S3</b></p>	<p><b>Commercial <del>and</del>, retail <del>and access</del> restrictions</b></p>
<p><del>1. Except where provided for by AIRPZ-S3.3, activities in the Miramar South precinct shall be limited to commercial or retail activity that meets the definition of an airport or airport related activity.</del></p> <p><del>4. Commercial or retail activity shall not:</del></p> <p><del>a. Exceed the gross floor area existing in the Airport (Tirangi Road) Retail Park at the date of District Plan notification (18 July 2022); and</del></p> <p><del>b.a. Be located on land between Calabar Road and Miro Street (part of the Broadway precinct);</del></p> <p>2. Activities in the Miramar South precinct shall be limited to:</p> <ol style="list-style-type: none"> <li>Flight catering;</li> <li>Rental car storage, maintenance and grooming;</li> <li>Freight reception, storage and transfer to/from air;</li> <li>Ground Service Equipment (GSE) storage; and</li> <li>Associated carparking, signage, service infrastructure and landscaping;</li> </ol> <p><del>3. Retail activities, service retail, restaurants and other food and beverage facilities including takeaway food facilities and commercial activities shall be located within the Terminal Precinct; and</del></p> <p><del>4. Vehicle access shall not be provided from the Broadway or Rongotai Ridge precincts across the Calabar Road / SH1 frontage.</del></p> <p>-</p> <p>Except that:</p> <p>3. Ancillary retail in the Miramar South and South Coast precincts is permitted but shall not exceed 10% of the gross floor area of <del>all buildings in either precinct</del> <u>the building</u>.</p>	<p>Assessment criteria where the standard is infringed:</p> <ol style="list-style-type: none"> <li>The significance of adverse offsite effects, including but not limited to noise, <del>visual</del>, traffic generation <del>and</del>, parking, <del>and traffic safety effects</del>;</li> <li>Compatibility with the purpose and functioning of precincts within the Airport Zone;</li> <li>Design, scale and location <u>of the activity</u>; and</li> <li>Effects on the economic viability of <del>the commercial or retail activities in</del> Kilbirnie or Miramar <u>Centre Zones</u>.</li> </ol>
<p><b><u>AIRPZ-S4</u></b></p>	<p><b><u>Access restrictions</u></b></p>
<p><u>Vehicle access shall not be provided from the Broadway or Rongotai Ridge precincts across the Calabar Road / SH1 frontage.</u></p>	<p>Assessment criteria where the standard is infringed:</p> <ol style="list-style-type: none"> <li><u>The significance of adverse offsite effects, including but not limited to traffic safety effects.</u></li> </ol>

**Figure 1 - Airport Precinct Plan**

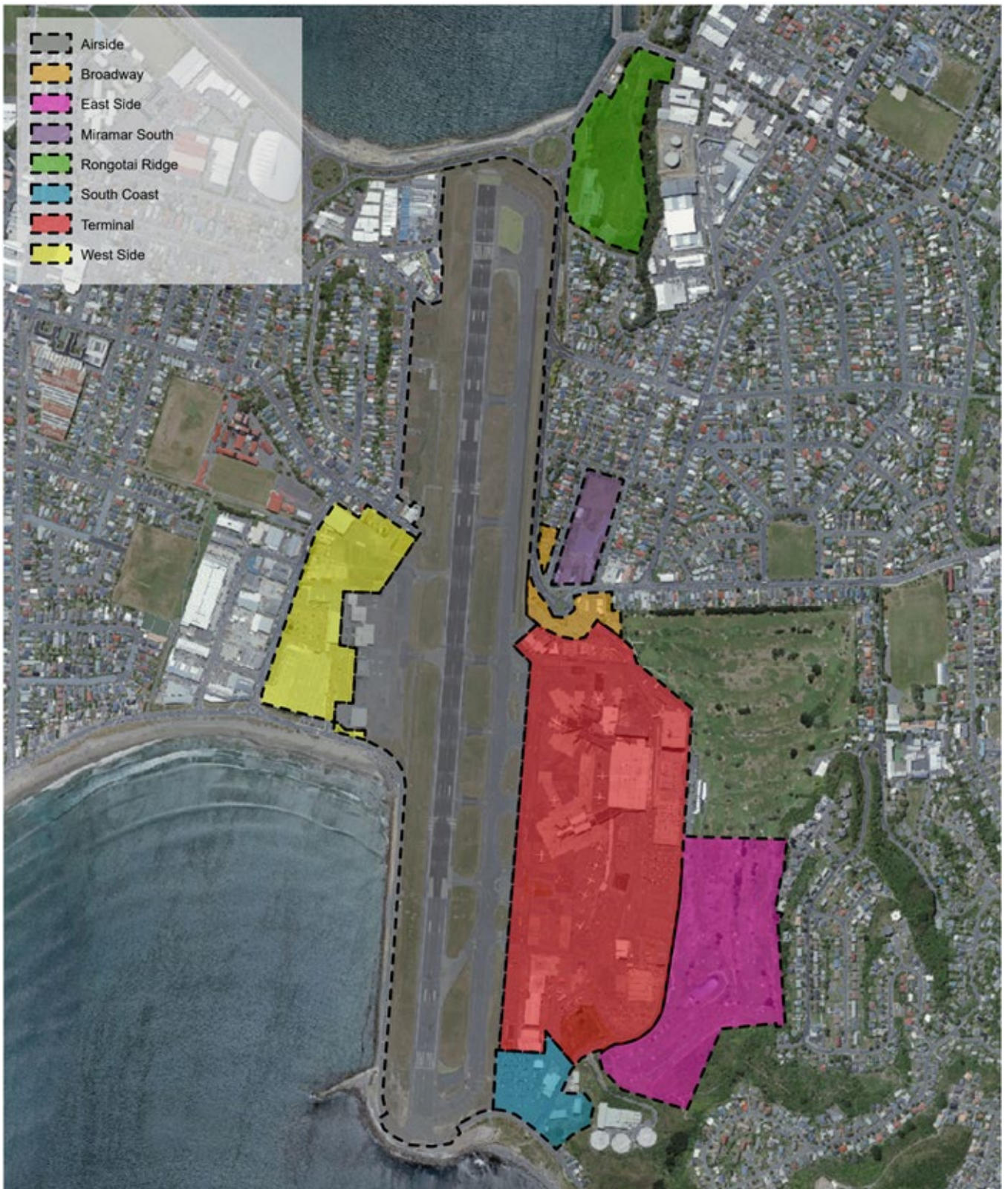


Figure 72 - East Side Precinct, Landscape Buffer Area

