

## **Appendix 1: Airport Zone chapter – Tracked Changes**

Red underline and strike-out: show additions and deletions to the notified He Rohe Taunga Wakarererangi Airport Zone Chapter, as recommended in the section 42A Report dated 19 January 2024.

Green underline and strike-out: show further additions and deletions to the s42A Report version of the Airport Zone chapter, as recommended in the Supplementary Planning Evidence dated 13 February 2024.

# He Rohe Taunga Wakarererangi

## Airport Zone

<b>AIRPZ</b>	<b>Airport Zone</b>
--------------	---------------------

### 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 five 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 (Wellington Airport Obstacle Limitation Surfaces);~~
- ~~2. Designation WIAL2 (Wellington Airport Miramar South Area);~~
- ~~3. Designation WIAL3 (Wellington Airport Runway End Safety Area);~~
- ~~4. Designation WIAL4 (Wellington Airport Main Site Area); and~~
- ~~5. Designation WIAL5 (Wellington Airport East Side Area).~~

~~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 of the District Plan specifically excludes activities that fall under the definition of airport purposes or airport related activities (which are dealt with in the Airport chapter). Any infrastructure that is inconsistent with those definitions is managed by the provisions of the Infrastructure Chapter.~~

### 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 these 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), the East Side Precinct is used as the southern part of Miramar Golf Course. It will continue to be used 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, 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.

### **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 fronts the southern coastline and [the Moa Point wastewater treatment plant. The precinct has airside and landside access and has been identified as a site for a future multi-user freight facility over the longer term. 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 Airport Zone precincts of the 'Main Site'. Development within large portions of this precinct is constrained by the obstacle limitation surface (OLS) 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 MZNZ4: 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

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	
<b>AIRPZ-O1</b>	<b>Purpose of the Airport Zone</b>
Wellington International Airport is recognised and protected as locally <del>and</del> regionally <u>and nationally</u> significant infrastructure.	
<b>AIRPZ-O2</b>	<b>Development of the Airport Zone</b>
The dual character of the Airport Zone as a working environment and a regional / international gateway is balanced, recognising: <ol style="list-style-type: none"> <li>The Airport's role as an air and land transport hub that provides for the safe and efficient movement of people and goods;</li> <li>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</li> <li>A higher standard of design may be necessary where large buildings or structures are <del>adjacent to or</del> visible from <del>the public domain</del> <u>adjacent public roads or open space; and</u></li> <li><u>The operational and functional requirements of the airport and its associated buildings and structures may necessitate a specific scale, location or appearance.</u></li> </ol>	
<b>AIRPZ-O3</b>	<b>Compatibility of other activities</b>
Airport related and non-airport activities are <u>compatible with</u> : <ol style="list-style-type: none"> <li><del>Compatible with</del> the efficient operation, maintenance, and upgrading of the Airport and its associated effects;</li> <li><del>Compatible with</del> the efficient and integrated functioning of other transport networks; and</li> <li><del>The operation of the Airport is protected from reverse sensitivity effects outside the Airport Zone. The overall urban form and amenity of adjacent zones.</del></li> </ol>	
<b>AIRPZ-O4</b>	<b>Adverse effects generated by activities</b>
<u>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.</u> <p><del>Adverse effects of activities are avoided, remedied, or mitigated, while recognising:</del></p> <ol style="list-style-type: none"> <li><del>The need for effects management within the Airport Zone, including effects on the amenity of the surrounding area; and</del></li> <li><del>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.</del></li> </ol>	
<b>AIRPZ-O5</b>	<b>Carbon neutrality</b>
Activities are enabled that contribute to carbon neutrality, including:	

<ol style="list-style-type: none"> <li>1. Decarbonisation of the airport and aircraft operations;</li> <li>2. Significant growth in integrated low-carbon land transport options to and from the airport; and</li> <li>3. Generation, storage and use of renewable or low carbon energy for the airport.</li> </ol>	
<b>AIRPZ-O6</b>	<b>Airport resilience</b>
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.	
<b>Policies</b>	
<b>AIRPZ-P1</b>	<b>Airport purposes activities, buildings and structures</b>
Enable Airport Purposes activities, buildings and structures, including but not limited to those that: <ol style="list-style-type: none"> <li>1. Facilitate the transport of people and cargo by aircraft; and</li> <li>2. Are ancillary activities or services that provide essential support to the transport function.</li> </ol>	
<b>AIRPZ-P2</b>	<b>Airport Related activities, buildings and structures</b>
Allow for airport related activities that provide support to airport purposes, including but not limited to those that: <ol style="list-style-type: none"> <li>1. Provide services to passengers, crew, ground staff, airport workers, and other associated workers and visitors;</li> <li>2. Support the economic viability of the Airport; and</li> <li>3. Support carbon neutral outcomes, including through transport decarbonisation, and renewable or low carbon energy generation, storage and use.</li> </ol>	
<b>AIRPZ-P3</b>	<b>Non-airport activities</b>
Discourage new non-airport related activities that: <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 transportation network;</li> <li>3. <del>Significantly compromise the achievement of carbon neutral outcomes in the Airport as a whole;</del> or</li> <li>4. Are incompatible with the overall urban form of adjacent zones.</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-P4</b>	<b>Airport character</b>
Maintain and enhance <del>public the</del> character <del>at of</del> the zone interface and in publicly accessible parts of zone, including through consideration of: <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; the intent of the Centres and Mixed Use Design Guide;</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 <a href="#">Figure 2 of this chapter Figure 7</a>).</li> </ol>	
<b>AIRPZ-P5</b>	<b>Management of effects</b>
Manage activity, building and structure effects in the Airport Zone, having regard to: <ol style="list-style-type: none"> <li>1. Design, scale and location <del>of buildings and structures,</del> and associated public and private effects, including the impacts of construction;</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; and</li> <li>7. <del>The need to measure, report and pursue decarbonisation of airport related activities, including embedded</del></li> </ol>	

~~emissions from construction, and activity attracted by the Airport (such as public and private transport).~~

## Rules: Land use activities

### AIRPZ-R1

### Airport purposes

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

Where:

- a. The activity ~~is for airport purposes and~~ complies with any relevant requirements of AIRPZ-S3 and AIRPZ-S4.

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

Where:

- a. The activity is land development and construction in the East Side Precinct.

Matters of control are:

1. Construction effects, including earthworks, noise, hours of operation, and traffic.

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

Where:

- ~~a. The activity is for airport purposes; and~~
- b. ~~Any standard~~ The relevant requirements of in AIRPZ-S1, AIRPZ-S2 or AIRPZ-S3 and AIRPZ-S4 ~~is~~ are 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
2. Relevant matters listed in policies AIRPZ-P1, AIRPZ-P4 and AIRPZ-P5.

#### 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 an airport related activity in the Terminal Precinct; The activity is a golf course in the East Side Precinct;~~ and
- b. Any relevant standard in ~~AIRPZ-S1 AIRPZ-S3~~ AIRPZ-S1 AIRPZ-S3 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 relevant standard in ~~AIRPZ-S4~~ AIRPZ-S3 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 and AIRPZ-S4 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 otherwise a permitted, controlled, or 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-R3**

**Non-airport activities**

1. Activity Status: Permitted

Where:

- a. The activity is a golf course in the East Side precinct.

2. Activity status: **Discretionary**

Where:

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

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

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

Where:

- ~~a. The activity is a non-airport activity; and~~
- b. The activity is not otherwise a Permitted or discretionary activity under Rule AIRPZ-R3.

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

**Rules: Building and structure activities**

**AIRPZ-RX Maintenance and repair of buildings and structures**

1. Activity Status: Permitted

**AIRPZ-RX Demolition or removal of buildings and structures**



1. Activity Status: Permitted

AIRPZ-R4

Construction of, or additions and alterations to, Buildings and structures

1. Activity status: **Permitted**

Where:

- a. ~~A building or structure is for airport purposes; and~~
  - i. Compliance with standards AIRPZ-S1 or AIRPZ-S2 is achieved; and
  - ii. The building or structure is outside the East Side Precinct Landscape Buffer.
- 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 achieved.
- c. ~~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;~~
- d. ~~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. ~~Compliance with standard AIRPZ-S1 is otherwise achieved.~~

Matters of control are:

- 1. The relevant matters listed in AIRPZ-P1, AIRPZ-P2, AIRPZ-P3, AIRPZ-P4 and AIRPZ-P5;
- 2. Design, external appearance and siting;
- 3. Landscaping, and integration with the surrounding environment; and
- 4. Traffic generation, parking, loading and access.
- 5. Construction effects, including earthworks, noise, hours of operation and traffic;

3. Activity status: **Restricted Discretionary**

Where:

- a. The relevant requirements of AIRPZ-S1 and AIRPZ-S2 are not met; and
- b. The building or structure is outside the East Side Precinct Landscape Buffer.
- c. ~~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.~~
- d. ~~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:

- 4. The relevant matters listed in AIRPZ-P1 to AIRPZ-P5;
- 5. The extent and effect of non-compliance with AIRPZ-S1 and AIRPZ-S2.
- 6. Maximum height;
- 7. Gross floor area;
- 8. Height control adjoining residential areas;
- 9. Height control adjoining the Open Space Zone (golf course);
- 10. Traffic generation, parking, loading and access;
- 11. Construction effects, including earthworks, noise, hours of operation and traffic;
- 12. ~~In the Miramar South precinct, consistency with the integrated design management plan; and~~
- 13. 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 A building or structure for any purpose~~ is not ~~otherwise~~ 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
<b>AIRPZ-S1</b>	<b>Maximum height and location of buildings and structures (except Miramar South precinct and Rongotai Ridge precinct)</b>	
<p>1. Buildings and structures must not exceed the following maximum heights above ground level:</p> <ul style="list-style-type: none"> <li>a. 30m in the Terminal precinct;</li> <li>b. 18m outside the Terminal Precinct, except:                             <ul 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> </ul> </li> <li>c. 10m in the East Side Precinct;</li> </ul> <p>2. In addition to 1 above, the height and / or location of all buildings and structures shall be further restricted:</p> <ul style="list-style-type: none"> <li>a. In the Terminal Precinct, no closer than 20m to an external site boundary;</li> <li>b. No higher than 15m, if within 8m of the Open Space Zone (golf course) boundary;</li> <li>c. No higher than 4m, if within 5m of a residential zone boundary;</li> <li>d. Code E hangars may only be in the West Side Precinct, and no closer than 10m to an external site boundary; and</li> <li>e. In the South Coast precinct, no closer than 10m to the Moa Point Road boundary;</li> </ul> <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> <ul style="list-style-type: none"> <li>a. Lift shafts, plant rooms, stairwells, water tanks, air conditioning units, ventilation ducts, chimneys, lighting poles and similar features on buildings or structures;</li> <li>b. Retaining structures or other engineering structures required to ensure ground stability of network utility infrastructure and navigational aids;</li> <li>c. Navigation and safety aids, monitoring stations, lighting and telecommunications facilities; and</li> <li>d. Fencing or retaining wall structures.</li> </ul>		<p>Assessment criteria where the standard is infringed:</p> <ul style="list-style-type: none"> <li>1. Urban design / visual impact, including:                             <ul style="list-style-type: none"> <li>a. Height and bulk; and</li> <li>b. Visual interest;</li> </ul> </li> <li>2. Minimisation of visual impacts, including by:                             <ul style="list-style-type: none"> <li>a. Limits to visual massing; and</li> <li>b. Visual permeability (maintenance of view lines);</li> </ul> </li> <li>3. Effects on adjacent sites, including:                             <ul style="list-style-type: none"> <li>a. Length of contiguous or near contiguous development on or near a zone boundary; and</li> <li>b. Shading and privacy impacts;</li> </ul> </li> <li>4. Landscape impacts, including:                             <ul style="list-style-type: none"> <li>a. Screening, planting (including species used), and landscaping;</li> <li>b. <del>Effects on existing significant vegetation; and</del></li> <li>c. Relationship of landscaping to the gateway function of the Broadway and South coast precincts;</li> </ul> </li> <li>5. <del>Traffic generation, parking, and public transport impacts, including:                             <ul style="list-style-type: none"> <li>a. <del>Parking;</del></li> <li>b. <del>Public transport;</del></li> <li>c. <del>Site access;</del></li> <li>d. <del>Loading and servicing;</del></li> <li>e. <del>Internal traffic circulation; and</del></li> <li>f. <del>Traffic effects on the surrounding road network;</del></li> </ul> </del></li> <li>6. <del>The impacts of retail development on nearby Commercial or Mixed Use zones, and communities;</del></li> <li>7. The compatibility of structures and activities in the Broadway precinct with the precinct's function as a gateway to the Airport and Miramar / Strathmore;</li> <li>8. Integration between adjoining precincts (and other areas of the Airport); and</li> <li>9. <del>Construction impacts, including in relation to:                             <ul style="list-style-type: none"> <li>a. <del>Any temporary carparking required to facilitate construction activities; and</del></li> <li>b. <del>The need for an Earthworks Construction Management Plan.</del></li> </ul> </del></li> </ul>
<b>AIRPZ-S2</b>	<b>Maximum height and location of buildings and structures (Miramar South precinct and Rongotai Ridge precinct)</b>	

<p>1. The height of buildings and structures must not exceed the following heights above ground level:</p> <ul style="list-style-type: none"> <li>a. <del>In the Airport Miramar South precinct, a wall height greater than 8 metres from existing ground level;</del></li> <li>b. A roof height greater than 9 metres <del>from existing ground level if located within Area A of the Airport Miramar South precinct, or</del> within the Rongotai Ridge precinct;</li> <li>c. A roof height greater than 110 metres from existing ground level if located within <del>Area B</del> of the Miramar South precinct.</li> </ul> <p>2. The coverage, location and length of buildings and structures shall not:</p> <ul style="list-style-type: none"> <li>a. Exceed total site coverage of 35% in the Airport Miramar South precinct;</li> <li>b. Be closer than 5 metres to the Site boundary; and</li> <li>c. 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> </ul> <p>Except that:</p> <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>Assessment criteria where the standard is infringed:</p> <ul style="list-style-type: none"> <li>1. Urban design / visual impact, including: <ul style="list-style-type: none"> <li>a. Height and bulk;</li> <li>b. Visual interest; and</li> <li>c. <del>Miramar South Integrated Design Management Plan (IDMP);</del></li> </ul> </li> <li>2. Scale and context appropriate to the surrounding area, including: <ul style="list-style-type: none"> <li>a. Form of rooflines;</li> <li>b. Variation in bulk, form, scale and coverage of buildings; and</li> <li>c. Minimisation of roof lighting visible to residential properties;</li> </ul> </li> <li>3. Effects on adjacent sites, including: <ul style="list-style-type: none"> <li>a. Length of contiguous or near contiguous development on or near a zone boundary; and</li> <li>b. Shading and privacy impacts;</li> </ul> </li> <li>4. Landscape impacts, including screening, planting and landscaping;</li> <li>5. <del>Traffic generation, parking, and public transport;</del></li> <li>6. <del>The impacts of commercial development on nearby communities; and</del></li> <li>7. <del>Construction impacts, including in relation to:</del> <ul style="list-style-type: none"> <li>a. <del>Any temporary carparking required to facilitate construction activities; and</del></li> <li>b. <del>The need for an Earthworks Construction Management Plan.</del></li> </ul> </li> </ul>
--	--

<b>AIRPZ-S3</b>	<b>Commercial, <u>and</u> retail <u>and</u> access restrictions</b>
-----------------	---

<p>1. Commercial or retail activity: shall not:</p> <ul style="list-style-type: none"> <li>a. <del>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></li> <li>b. Be located on land between Calabar Road and Miro Street (part of the Broadway precinct);</li> </ul> <p>2. Activities in the Miramar South precinct shall be limited to:</p> <ul style="list-style-type: none"> <li>a. Flight catering;</li> <li>b. Rental car storage, maintenance and grooming;</li> <li>c. Freight reception, storage and transfer to/from air;</li> <li>d. Ground Service Equipment (GSE) storage; and</li> <li>e. Associated carparking, signage, service infrastructure and landscaping;</li> </ul> <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>Except that:</p>	<p>Assessment criteria where the standard is infringed:</p> <ul style="list-style-type: none"> <li>1. The significance of adverse offsite effects, including but not limited to noise, <u>visual</u>, traffic generation, parking, and traffic safety effects;</li> <li>2. Compatibility with the purpose and functioning of precincts within the Airport Zone;</li> <li>3. Design, scale and <u>location of the activity</u>; and</li> <li>4. Effects on the economic viability of commercial or retail activities in Kilbirnie or Miramar.</li> </ul>
---	---

<p>5. Ancillary retail in the Miramar South and South Coast precincts is permitted but shall not exceed 10% of the gross floor area of all buildings in either precinct.</p>	
<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><u>Assessment criteria where the standard is infringed:</u></p> <ol style="list-style-type: none"> <li>1. <u>The significance of adverse offsite effects, including but not limited to traffic safety effects.</u></li> </ol>

**Figure 1 - Airport Precinct Plan**



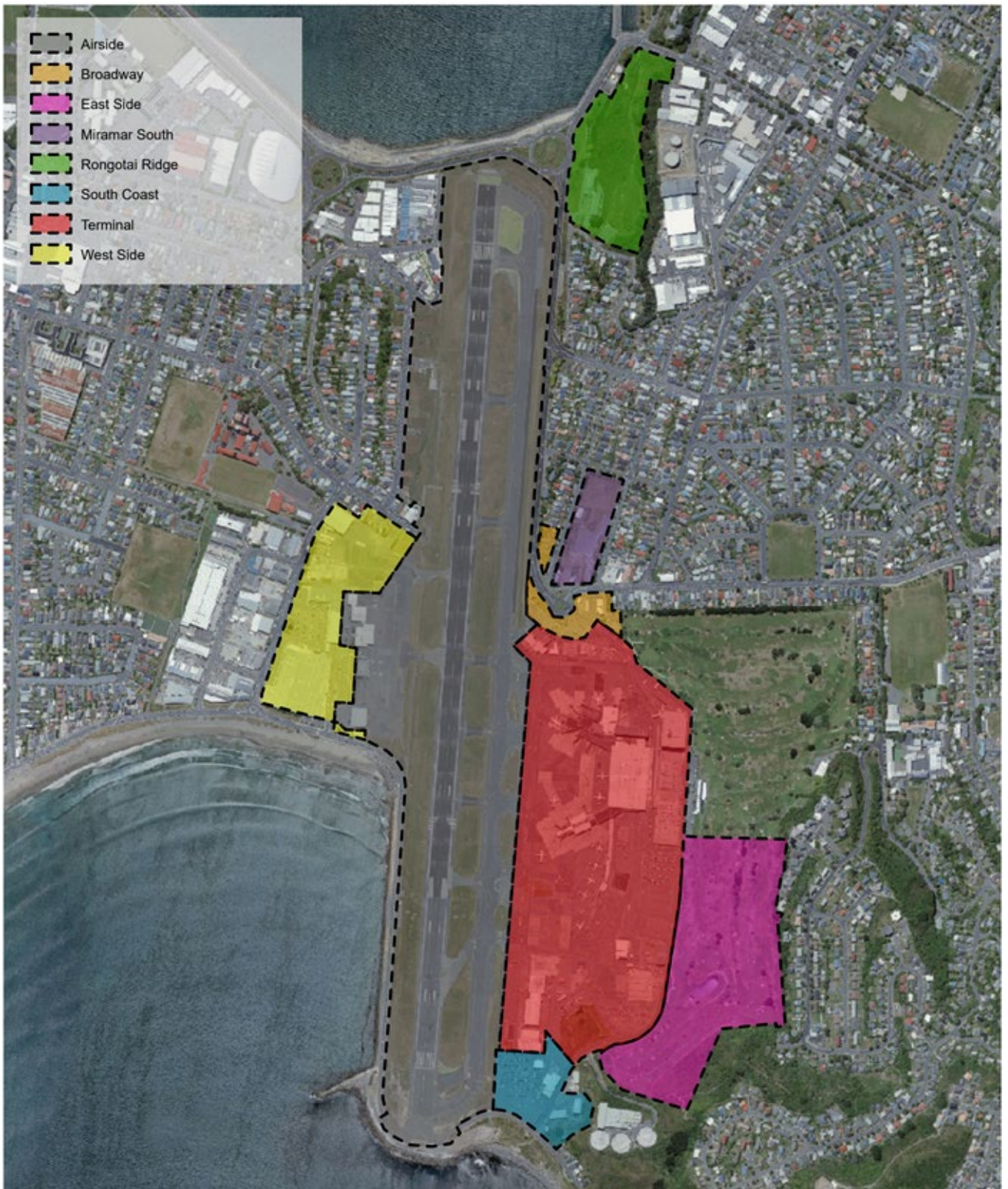


Figure 27 - East Side Precinct, Landscape Buffer Area





# Definitions relevant to the Airport Zone

<b>AIRPORT PURPOSES</b>	means the transport of people and cargo by aircraft and any ancillary activity or service that provides essential support to that function. Where a designation of the airport requiring authority exists, it additionally means the activities of the requiring authority described in the Purpose Statement or conditions of that designation.
<b>AIRPORT RELATED ACTIVITIES</b>	means <del>third-party</del> ancillary activities or services that provide support to the airport, <u>including but not limited to This includes:</u> <ul style="list-style-type: none"><li>a. land transport activities;</li><li>b. buildings and structures;</li><li>c. servicing and infrastructure;</li><li>d. <del>police stations, fire stations, and medical facilities</del> <u>emergency service facilities;</u></li><li>e. educational facilities provided they serve an aviation related purpose;</li><li>f. retail, and commercial services and industrial associated with the needs of Airport passengers, visitors and employees and/or aircraft movements and Airport businesses;</li><li>g. administrative offices, provided they are ancillary to an airport or airport related activity. and</li><li>h. <u>hotel / visitor accommodation, conference facilities and associated services;</u></li></ul>
<b>NON-AIRPORT ACTIVITY</b>	means an activity within the Airport Zone which is not for "Airport Purposes" or an "Airport Related Activity".
<b><del>OBSTACLE LIMITATION SURFACE-</del></b>	<del>means airspace defined around an aerodrome that enables operations at the aerodrome to be conducted safely and that prevents the aerodrome from becoming unusable by the growth of obstacles around the aerodrome. Extending out from all edges of the runway, the OLS includes contiguous transitional, horizontal, conical, and approach / take-off surfaces.-</del>