

BEFORE THE WELLINGTON CITY COUNCIL

IN THE MATTER OF of the Resource Management Act 1991

AND

IN THE MATTER OF the Wellington City Proposed District Plan

WRITTEN RESPONSE TO PANEL MINUTE 44

KIRSTY O'SULLIVAN

HEARING STREAM 6 – 13 MARCH 2024

1. INTRODUCTION

- 1.1 My name is Kirsty O’Sullivan.
- 1.2 I appeared before the Independent Hearings Panel with respect to Hearing Stream 6 of the Proposed Plan on behalf of Wellington International Airport Limited (“WIAL”).
- 1.3 During the hearing, the Independent Hearings Panel identified a number of areas where it would be assisted by additional material to clarify WIAL’s case. This was further detailed in Minute 44, issued by the Independent Hearings Panel on 29th February.
- 1.4 This written statement directly responds to those matters raised by the Independent Hearings Panel.

2. RESPONSE TO MATTERS IDENTIFIED IN MINUTE 44

- 2.1 Set out below is a response to each of the matters raised in Paragraph 6 of Minute 44, dated 13th March 2024.

Paragraph 6(a):

a map of the Bridge Street area showing both properties purchased by WIAL in order to mitigate Airport noise related effects and properties not yet purchased but which are the subject of an ongoing offer for purchase for that purpose;

- 2.2 Attached as **Appendix A** is a brief explanatory note and map, prepared by Ms Jo Lester (Planning Manager, WIAL), which identifies the Bridge Street properties purchased by WIAL as well as the properties for which WIAL has made an offer to purchase under its LUMINs (Quieter Homes) programme.

Paragraph 6(b):

a map of the Airport Zone and environs, showing the areas the subject of designation, both by WIAL and by other requiring authorities;

- 2.3 Following the hearing, Ms Lester has been in contact with Mr Joe Jeffries (the section 42A reporting officer for Wellington City Council) regarding the

provision of this map. As Wellington City Council holds all of the data required to produce this map, Mr Jeffries has agreed to prepare and append this map to his closing statement.

Paragraph 6(c):

a revised version of the amended provisions Ms O'Sullivan tabled on 27 February identifying the submission point giving scope for the suggested amendments in each case;

2.4 A revised copy of the marked-up provisions identifying the scope for the suggested amendments is attached as **Appendix B**. Please note the scope is identified by footnotes (which are highlighted in yellow in Appendix B).

Paragraph 6(d):

advice as to whether WIAL would accept a 7 metre height limit on the former Bridge Street residential properties, subject to an exception for Airport navigation aids, and if not, the rationale for its position;

2.5 As described by Ms Lester during the hearing, the eastern Bridge Street properties are located within the “runway strip” which extends 140m either side of the runway centreline. Within this area, WIAL is seeking to protect for future full ICAO compliance. ICAO rule Annex 14 Vol 1, 3.4.7 states that “*No fixed object, other than visual aids required for air navigation or those required for aircraft safety purposes and which must be sited on the runway strip...shall be permitted on any part of the runway strip...*”.

2.6 Given the safety imperatives of the Airport and the ICAO requirements, WIAL will not establish any buildings or structures (other than navigational aids) that will penetrate the runway strip as this would potentially compromise aircraft safety. I also understand that WIAL is actively seeking to remove or minimise any obstacles within its obstacle limitation surfaces that could pose a safety risk. For example, WIAL has previously purchased and removed the old air traffic control tower on Tirangi Road due to it penetrating the obstacle limitation surface.

2.7 In light of the above, I do not consider it necessary to impose a 7m height limit on any buildings or structures along the Bridge Street road frontage.

That said, if a 7m height limit were imposed (with an exemption for navigational aids), I understand WIAL considers it would be of limited (if any) consequence as given such structures would not be established in any case.

Paragraph 6(e)

advice as to whether, if renumbered AIRPZ-S3.2 is deleted, additional rule conditions and/or standards are required for activities in the South Miramar Precinct

2.8 The Miramar South Area designation states (my emphasis added):

The land to which this designation applies (“the Designated Area” or “the Site”) may be used for activities for the operation of Wellington International Airport (“the Airport”) including:

- *Flight catering;*
- *Rental car storage, maintenance and grooming;*
- *Freight reception, storage and transfer to/from air;*
- *Ground Service Equipment (GSE) storage; and*
- *Associated carparking, signage, service infrastructure and landscaping.*

2.9 Based on my interpretation of this statement, the purpose of the designation is therefore to provide for “activities for the operation of Wellington International Airport”, with the potential range of activities able to establish including, but not been limited to those set in the listed bullet points.

2.10 The designation then goes on to state:

For the avoidance of doubt, Aircraft Operations, runways, traffic control structures, aircraft hangars and Large Format Retail shall not be permitted within the Designated Area.

2.11 In my view, this express exclusion further emphasises that the bullet pointed list was not intended to be exhaustive. If it were, this additional exclusionary statement would not have been required.

2.12 Against this backdrop, if additional rules or standards are required for activities enabled by the designation, those restrictions should be focused on the activities identified in the “avoidance of doubt” statement. As noted in response to questions at the hearing, I understand that aircraft operations,

runways, traffic control structures and aircraft hangars all require direct airside access, therefore cannot feasibly be established at this site. While a rule could preclude those activities, it is not necessary in my opinion.

2.13 As identified in my evidence in chief, large format retail is a potential activity that should not be provided for as a permitted activity in this area. In this respect however, the proposed retail restriction (i.e. that retail shall not exceed 10% of the gross floor area of any building) adequately achieves what is arguably a more onerous retailing constraint than the designation.

2.14 I therefore do not consider that further rules or standards are required within this area.

Paragraph 6(f)

advice as to what if any consequential changes might be required to the assessment criteria in AIRPZ-S3 as a result of the deletion of notified provisions recommended by Ms O'Sullivan;

2.15 The section 42A report version of the Assessment Criteria is as follows:¹

Assessment criteria where the standard is infringed:

1. *The significance of adverse offsite effects, including but not limited to noise, ~~visual~~, traffic generation, parking, and traffic safety effects;*
2. *Compatibility with the purpose and functioning of precincts within the Airport Zone;*
3. *Design, scale and ~~location of the activity~~; and*
4. *Effects on the economic viability of commercial or retail activities in Kilbirnie or Miramar.*

2.16 In my view, the assessment criteria remain relevant for the consideration of any potential non-compliant retail activity within the Miramar South Area. The exception to this is the list of examples in assessment criteria 1, namely “including but not limited to noise, traffic generation, parking and traffic safety effects”. Such matters are addressed in the Noise and Transport

¹ Red underline and strikeout shows additions and deletions (respectively) recommended by the section 42A reporting officer. Green underline and strikeout shown additions and deletions (respectively) recommended by K O'Sullivan in this written response.

chapters of the Proposed Plan and in my view, it is inefficient and inappropriate to repeat them as part of this assessment criteria. I therefore consider this specific list of matters should be expressly excluded as follows (pink underlining shows further additions):

Assessment criteria where the standard is infringed:

The significance of adverse offsite effects, excluding including but not limited to noise, visual, traffic generation, parking, and traffic safety effects which are considered in the Noise and Transport Chapters;

Paragraph (g)

a Section 32AA evaluation of all changes Ms O'Sullivan suggested from the notified version that have not previously been evaluated.

- 2.17 Please find attached a section 32AA evaluation of all the changes recommended in **Appendix C**.
- 2.18 This section 32AA further evaluation is high level, corresponding to the scale and significance of the recommended changes. The changes also need to be viewed in light of the Airport designations, which are highly enabling of activities in the airport area. No detailed cost or benefit analysis is considered necessary for this Section 32AA assessment, due to the low-level scale and significance of changes proposed.
- 2.19 Please note that the section 32AA evaluation includes those recommendations arising from expert witness conferencing between Mr Jeffries and I. The associated section 32AA evaluation is my evaluation and does not represent the views of Mr Jeffries. I anticipate that he will signal his support or otherwise of my section 32AA evaluation in his right of reply.

Communication with Mr Jeffries

- 2.20 I note that during the hearing the Panel requested I keep in contact and liaise with Mr Jeffries regarding the delivery and content of this response. Unfortunately, due to my existing work commitments, my ability to do this in a meaningful way has been difficult. Mr Jeffries and I have had a brief discussion about the overall response and he anticipates he can respond to any outstanding matters or outstanding points of contention in his right of reply.

Kirsty O'Sullivan

13th March 2024

Appendix A – Bridge Street Properties WIAL ownership and offers

Minute 44 Para 6 (a) the panel has asked for:

“A map of Bridge Street area showing both properties purchased by WIAL in order to mitigate Airport noise related effects and properties not yet purchased but which are the subject of ongoing offer for purchase for that purpose.”

Figure 1 below shows the properties along Bridge Street which were recommended by the Air Noise Management Committee (as recommended by the 2009 Stage 2 LUMINS¹ report) to be acquired and decommissioned from residential use) because effective insulation to an internal level for these existing residential buildings is difficult to achieve.

Since then, a number of these properties along Bridge Street have been purchased by WIAL over the years under the Airports Fair Valuation and Purchase Program, and subsequently demolished. There are 8 remaining properties within this category on Bridge Street that are privately owned and remain in residential use (as shown in map below).

FIGURE 1 – Bridge Street Properties

Key:

- Properties purchased by WIAL and demolished due to sound exposure >75 db Ldn
- Privately Owned property but Offers to Purchase made (sound exposure >75 db Ldn)



¹ Boffa Miskell Ltd, LUMINS Land Use Management and Insulation for Airport Noise Study Stage 2 (2009)

The properties on the western side of Bridge Street are zoned *Medium Density Residential Zone* in the Proposed District Plan, and the properties along the eastern side of the street are zoned *Special Purpose Airport zone*. The properties that are not filled in with any colour in Figure 1 on the eastern side Bridge Street are designated for Airport Purposes under the Main Site Area Designation (WIAL 4).

Appendix B: 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.

Purple underline and strike-out: show further additions and deletions to the s42A Report version of the Airport Zone chapter, following Joint Witness conferencing between J Jeffries and K O'Sullivan.

Blue underline and strike-out: show further additions and deletions by K O'Sullivan that were noted in her Evidence in Chief (Appendix B) and in response to questions raised during the Council Opening but not subject to conferencing.

Brown underline and strike-out: show Panel recommendations from Hearing Stream 5.

Footnotes identify where scope for the recommended amendment has been derived (added to document on 13th March 2024).

He Rohe Taunga Wakarererangi

Airport Zone

AIRPZ	Airport Zone
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Introduction¹

~~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 airport¹.

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 fivefour 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 (including sub chapters) of the District Plan specifically excludes activities that fall under the definition of airport activities 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 activity located outside of the Airport Zone continue to be is managed by the provisions of the Infrastructure Chapter (and associated sub chapters).

¹ Amendments to Introduction section in response to Submission 406.539, as well as the general relief sought at paragraph 4.61 and 5.2 of WIAL's original submission.

Airport Precincts²

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 the southern part of Miramar Golf Course. Over time, the area will be gradually developed for a limited range of airport activities, until the area is required ~~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

² Amendments to Precincts section in response to Submission 406.539, , as well as the general relief sought at paragraph 4.61 and 5.2 of WIAL's original submission.

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. The precinct has airside and landside access making it a strategic site for and has been identified as a site for a future multi-user freight facilities over the longer term. Height limitations imposed by Designation WIAL1 also make this area an ideal location for storage and car parking. ~~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 Noise³

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

1. District Plan provisions which reference specific noise restrictions.
2. Conditions imposed on the Wellington International Airport Designations (which includes the operation of the Airport Noise Management Committee and Airport Noise Management Plan). ~~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) 65dB Air Noise Boundary (ANB)– which is demarcated on the District Plan maps, and referenced in District Plan provisions and the ANMP. ~~NMP.~~ The extent and nature of the ANOANB is guided by the recommendations of New Zealand Standard NZS6805:1992 Airport Noise Management and Land Use Planning.
5. The Inner Air Noise Overlay and the Outer Air Noise Overlay, which are used to manage intensity of development by noise sensitive activities (such as residential development). The outer edge of the Inner Noise Overlay approximates the ANB. The outer edge of the Outer Air Noise Boundary Overlay approximates a 60 db Ldn airnoise noise contour.

Airport Designations⁴

~~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.~~

³ Amendments to Airport Noise section in light of Independent Hearing Panel Recommendations – Hearing Stream 5.

⁴ Amendments to Airport Designations section in response to Submission 406.539.

~~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.

[Parts of the Airport and its operations are subject to designations held by 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's designations are included in Part 3 of the District Plan.](#)⁵

Objectives	
AIRPZ-O1	Purpose of the Airport Zone⁶
Wellington International Airport is recognised and protected as locally and regionally and nationally significant infrastructure.	
AIRPZ-O2	Development of the Airport Zone⁷

⁵ Amendments to Airport Designations section in response to Submission 406.539.

⁶ Amendments to AIRPZ-O1 in response to Submission 406.543.

⁷ Amendments to AIRPZ-O2 in response to Submission 406.543 which sought to delete and replace the objective entirely, and more peripherally Submissions 406.4-5 and 406.8 and the general relief sought at paragraph 4.61 and 5.2 of WIAL's original submission.

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

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
3. A higher standard of design may be necessary where large buildings or structures are ~~adjacent to or~~ visible from ~~the public domain~~ adjacent public space land roads or open space; and
4. The operational and functional requirements of the airport and its associated buildings and structures may necessitate a specific scale, location or appearance.

AIRPZ-O3	Compatibility of other activities⁸
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Airport related and 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. The overall urban form and amenity of adjacent zones.~~

AIRPZ-O4	Adverse effects generated by activities⁹
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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.~~

AIRPZ-O5	Carbon neutrality¹⁰
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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 operations options to and from the airport; and
3. Generation, storage and use of renewable or low carbon energy for the airport.

AIRPZ-O6	Airport resilience
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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

AIRPZ-P1	Airport <u>purposes</u> activities, buildings and structures¹¹
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Enable Airport Purposes activities, buildings and structures, including but not limited to those that:

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.

AIRPZ-P2	Airport Related activities, buildings and structures¹²
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⁸ Amendments to AIRPZ-O3 in response to Submission 406.543.

⁹ Amendments to AIRPZ-O3 in response to Submission 406.543.

¹⁰ Amendment to AIRPZ-O5 in response to Submission 406.543.

¹¹ Amendment to Airport Purpose reference in response to Submission 406.543 and 406.30.

¹² Amendment to Airport Purpose reference in response to Submission 406.543 and 406.30.

Allow for airport related activities that provide support to airport [activities purposes](#), including but not limited to those that:

1. Provide services to passengers, crew, ground staff, airport workers, and other associated workers and visitors;
2. Support the economic viability of the Airport; and
3. Support carbon neutral outcomes, including through transport decarbonisation, and renewable or low carbon energy generation, storage and use.

AIRPZ-P3	Non-airport activities¹³
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Discourage new non-airport related activities that:

1. Compromise the long-term availability of land for airport or airport related activities;
2. Give rise to adverse effects on the safety and efficiency of the transportation network;
3. ~~Significantly compromise the achievement of carbon neutral outcomes in the Airport as a whole;~~ or
4. Are incompatible with the overall urban form of adjacent zones.

~~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.~~

AIRPZ-P4	Airport character¹⁴
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Maintain and enhance ~~public the~~ character ~~at of~~ the zone interface and in publicly accessible parts of zone, including through consideration of:

1. The interface of the Airport Zone with adjoining and adjacent land;
2. ~~The New Zealand Urban Design Protocol; the intent of the Centres and Mixed Use Design Guide;~~
3. Any landscape plan, urban design principles or statement, or integrated design management plan, prepared for an Airport precinct;
4. The 'gateway' status of the Broadway, Miramar South and South Coast precincts, with respect to the Airport and adjacent land;
5. The visual and landscape significance of the Rongotai Ridge precinct; and
6. The visual and landscape significance of the Landscape Buffer Area at the eastern margin of the East Side Precinct (refer to [Figure 2 of this chapter Figure 7](#)).

AIRPZ-P5	Management of effects¹⁵
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Manage activity, building and structure effects in the Airport Zone, having regard to:

1. Design, scale and location ~~of buildings and structures, and associated public and private effects,~~ including the impacts of construction ~~activity;~~
2. Compatibility with the role and function of the Airport Zone;
3. Whether the activity, building or structure is ancillary to and/or supports airport activities;
4. Safety, security and resilience of the Airport (and supporting infrastructure) as an air and land transport hub;
5. Efficiency and capacity of the Airport and other infrastructure and services;
6. Potential conflict with established or permitted activities on adjoining and adjacent land outside the Airport Zone; and
7. ~~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).~~

Rules: Land use activities	
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AIRPZ-R1	Airport activities purposes¹⁶
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¹³ Amendment to Airport Purpose reference in response to Submission 406.543.

¹⁴ Amendment to AIRPZ-P3 reference in response to Submission 406.543 and the general relief sought at paragraph 4.61 and 5.2 of WIAL's original submission.

¹⁵ Amendment to AIRPZ-P5 in response to Submission 406.543 and the general relief sought at paragraph 4.61 and 5.2 of WIAL's original submission.

¹⁶ Amendments to AIRPZ-R1 in response to Submission 406.543, 406.9 and the general relief sought at paragraph 4.61 and 5.2 of WIAL's original submission.

<p>1. Activity status: Permitted</p> <p>Where:</p> <p>a. The activity is for airport purposes and complies with any relevant requirements of AIRPZ-S3 <u>and AIRPZ-S4</u>.</p>
<p>2. Activity status: Controlled</p> <p>Where:</p> <p>a. The activity is land development and construction <u>activity</u> in the East Side Precinct.</p> <p>Matters of control are:</p> <p>1. Construction effects, including earthworks, noise, hours of operation, and traffic.</p>
<p>3. Activity status: Restricted Discretionary</p> <p>Where:</p> <p>a. The activity is for airport purposes; and b. Any standard <u>The relevant requirements of in AIRPZ-S1, AIRPZ-S2 or</u> AIRPZ-S3 <u>and AIRPZ-S4 is are</u> not met.</p> <p>Matters of discretion are:</p> <p>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.</p>
<p>4. Activity status: Discretionary</p> <p>Where:</p> <p>a. The activity is not <u>otherwise</u> a permitted, <u>controlled</u> or restricted discretionary activity under rule AIRPZ-R1.</p>
<p>AIRPZ-R2 Airport related activities¹⁷</p>
<p>1. Activity status: Permitted</p> <p>Where:</p> <p>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 <u>AIRPZ-S3 is met.</u></p>
<p>1. Activity status: Controlled</p> <p>Where:</p> <ul style="list-style-type: none"> • The activity is an airport related activity in the Terminal Precinct; and • Any relevant standard in AIRPZ-S1 is met. <p>Matters of control are:</p> <ul style="list-style-type: none"> 2. Relevant matters listed in policies AIRPZ-P2, AIRPZ-P4 and AIRPZ-P5; 3. Design, external appearance and siting; 4. Lighting; 5. Landscaping; 6. Parking provision and use; 7. Site access; 8. Loading and servicing;

¹⁷ Amendments to AIRPZ-R2 in response to Submission 406.543 and the general relief sought at paragraph 4.61 and 5.2 of WIAL's original submission.

~~9. Internal traffic circulation; and
10. 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-S1, 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 activities¹⁸

1. Activity Status: Permitted

Where:

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

2. Activity status: **Restricted Discretionary**

Where:

- ~~a. The activity is a non-airport activity; and~~ The activity is a non-airport activity outside the Miramar South and East Side Precincts; and
- b. All relevant standards in ~~AIRPZ-S1, AIRPZ-S2 and~~ AIRPZ-S3 ~~and AIRPZ-S4~~ are met.

Matters of discretion are:

1. Relevant matters listed in policies AIRPZ-P3, AIRPZ-P4 and AIRPZ-P5.

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

¹⁸ Amendments to AIRPZ-R3 in response to Submission 406.543 and the general relief sought at paragraph 4.61 and 5.2 of WIAL's original submission. AIRPZ-R3(1) is relocated from AIRPZ-R1.

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

Where:

- a. ~~The activity is a non-airport activity; and~~ The activity is a non-airport activity in the Miramar South and East Side Precincts; or
- b. The activity is not otherwise a Permitted or Restricted 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 structures¹⁹

1. Activity Status: Permitted

AIRPZ-RX Demolition or removal of buildings and structures²⁰

1. Activity Status: Permitted

AIRPZ-R4

Construction of, or additions and alterations to, Buildings and structures²¹

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 activity effects, including earthworks, noise, hours of operation and traffic;

¹⁹ Introduction of AIRPZ-RX in response to Submission 361.131 – 133 and 361.148 -149.

²⁰ Introduction of AIRPZ-RX in response to Submission 361.131 – 133 and 361.148 -149.

²¹ Amendments to AIRPZ-R4 in response to Submission 406.542 – 543, 406.9 and the general relief sought at paragraph 4.61 and 5.2 of WIAL's original submission.

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 activity 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
AIRPZ-S1	Maximum height and location of buildings and structures (except Miramar South precinct and Rongotai Ridge precinct) ²²	

²² Amendments to AIRPZ-S1 in response to Submission 406.541, 406.543 and the general relief sought at paragraph 4.61 and 5.2 of WIAL's original submission..

<p>1. Buildings and structures must not exceed the following maximum heights above ground level:</p> <ol style="list-style-type: none"> a. 30m in the Terminal precinct; b. 18m outside the Terminal Precinct, except: <ol style="list-style-type: none"> i. 15m for hangars used for Code C (or smaller) aircraft. ii. 20m for hangars used for Code E or other wide body aircraft; and c. 10m in the East Side Precinct; <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"> a. In the Terminal Precinct, no closer than 20m to an external site boundary; b. No higher than 15m, if within 8m of the Open Space Zone (golf course) boundary; c. No higher than 4m, if within 5m of a residential zone boundary; d. Code E hangars may only be in the West Side Precinct, and no closer than 10m to an external site boundary; and e. In the South Coast precinct, no closer than 10m to the Moa Point Road boundary; <p>3. Gross floor area of any new building in the Terminal Precinct (where a consent application is lodged after this provision is operative) shall not exceed 1,500m².</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"> a. Lift shafts, plant rooms, stairwells, water tanks, air conditioning units, ventilation ducts, chimneys, lighting poles and similar features on buildings or structures; b. Retaining structures or other engineering structures required to ensure ground stability of network utility infrastructure and navigational aids; c. Navigation and safety aids, monitoring stations, lighting and telecommunications facilities; and d. Fencing or retaining wall structures. 	<p>Assessment criteria where the standard is infringed:</p> <ol style="list-style-type: none"> 1. Urban design / visual impact, including: <ol style="list-style-type: none"> a. Height and bulk; and b. Visual interest; 2. Minimisation of visual impacts, including by: <ol style="list-style-type: none"> a. Limits to visual massing; and b. Visual permeability (maintenance of view lines); 3. Effects on adjacent sites, including: <ol style="list-style-type: none"> a. Length of contiguous or near contiguous development on or near a zone boundary; and b. Shading and privacy impacts; 4. Landscape impacts, including: <ol style="list-style-type: none"> a. Screening, planting (including species used), and landscaping; b. Effects on existing significant vegetation; and e. Relationship of landscaping to the gateway function of the Broadway and South coast precincts; 5. Traffic generation, parking, and public transport impacts, including: <ol style="list-style-type: none"> a. Parking; b. Public transport; c. Site access; d. Loading and servicing; e. Internal traffic circulation; and f. Traffic effects on the surrounding road network; 6. The impacts of retail development on nearby Commercial or Mixed Use zones, and communities; 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; 8. Integration between adjoining precincts (and other areas of the Airport); and 9. Construction impacts, including in relation to: <ol style="list-style-type: none"> a. Any temporary carparking required to facilitate construction activities; and b. The need for an Earthworks Construction Management Plan.
<p>AIRPZ-S2</p>	<p>Maximum height and location of buildings and structures (Miramar South precinct and Rongotai Ridge precinct)²³</p>

²³ Amendment to to AIRPZ-S2 in response to Submission 406.541, 406.543 and the general relief sought at paragraph 4.61 and 5.2 of WIAL's original submission. Removal of reference to "A roof height greater than" in AIRPZ-S2(1)(b) and (c) are clause 16(2) amendments to provide clarity.

<p>1. The height of buildings and structures must not exceed the following heights above ground level:</p> <ul style="list-style-type: none"> a. In the Airport Miramar South precinct, a wall height greater than 8 metres from existing ground level; b. A roof height greater than 9 metres from existing ground level if located within Area A of the Airport Miramar South precinct, or within the Rongotai Ridge precinct; c. A roof height greater than 110 metres from existing ground level if located within Area B of the Miramar South precinct. <p>2. The coverage, location and length of buildings and structures shall not:</p> <ul style="list-style-type: none"> a. Exceed total site coverage of 35% in the Airport Miramar South precinct; b. Be closer than 5 metres to the Site boundary; and 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. <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"> 1. Urban design / visual impact, including: <ul style="list-style-type: none"> a. Height and bulk; b. Visual interest; and c. Miramar South Integrated Design Management Plan (IDMP); 2. Scale and context appropriate to the surrounding area, including: <ul style="list-style-type: none"> a. Form of rooflines; b. Variation in bulk, form, scale and coverage of buildings; and c. Minimisation of roof lighting visible to residential properties; 3. Effects on adjacent sites, including: <ul style="list-style-type: none"> a. Length of contiguous or near contiguous development on or near a zone boundary; and b. Shading and privacy impacts; 4. Landscape impacts, including screening, planting and landscaping; 5. Traffic generation, parking, and public transport; 6. The impacts of commercial development on nearby communities; and 7. Construction impacts, including in relation to: <ul style="list-style-type: none"> a. Any temporary carparking required to facilitate construction activities; and b. The need for an Earthworks Construction Management Plan.
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AIRPZ-S3	Commercial, and retail and access r <u>Restrictions in the Miramar South and South Coast Precincts</u> ²⁴
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<p>1. Commercial or retail activity: shall not:</p> <ul style="list-style-type: none"> 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 b. Be located on land between Calabar Road and Miro Street (part of the Broadway precinct); <p>2. Activities in the Miramar South precinct shall be limited to:</p> <ul style="list-style-type: none"> a. Flight catering; b. Rental car storage, maintenance and grooming; c. Freight reception, storage and transfer to/from air; d. Ground Service Equipment (GSE) storage; and e. Associated carparking, signage, service infrastructure and landscaping; <p>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</p>	<p>Assessment criteria where the standard is infringed:</p> <ul style="list-style-type: none"> 1. The significance of adverse offsite effects, including but not limited to noise, visual, traffic generation, parking, and traffic safety effects; 2. Compatibility with the purpose and functioning of precincts within the Airport Zone; 3. Design, scale and location of the activity; and 4. Effects on the economic viability of commercial or retail activities in Kilbirnie or Miramar.
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²⁴ Deletion of AIRPZ-S3(1), (2), (3) in response to Submission 406.543. Drafting amendments to AIRPZ S3 heading and AIRPZ-S3(5) clause 16 (2) amendments to provide clarity.

<p>4. Vehicle access shall not be provided from the Broadway or Rongotai Ridge precincts across the Calabar Road / SH1 frontage.</p> <p>Except that:</p> <p>5. Ancillary rRetail 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>AIRPZ-S4²⁵</p>	<p><u>Access Restrictions</u></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"> <u>The significance of adverse offsite effects, including but not limited to traffic safety effects.</u>

Figure 1 - Airport Precinct Plan

²⁵ Relocation of AIRPZ-S4 (from AIRPZ-S3(4)) in response to Submission 406.543.

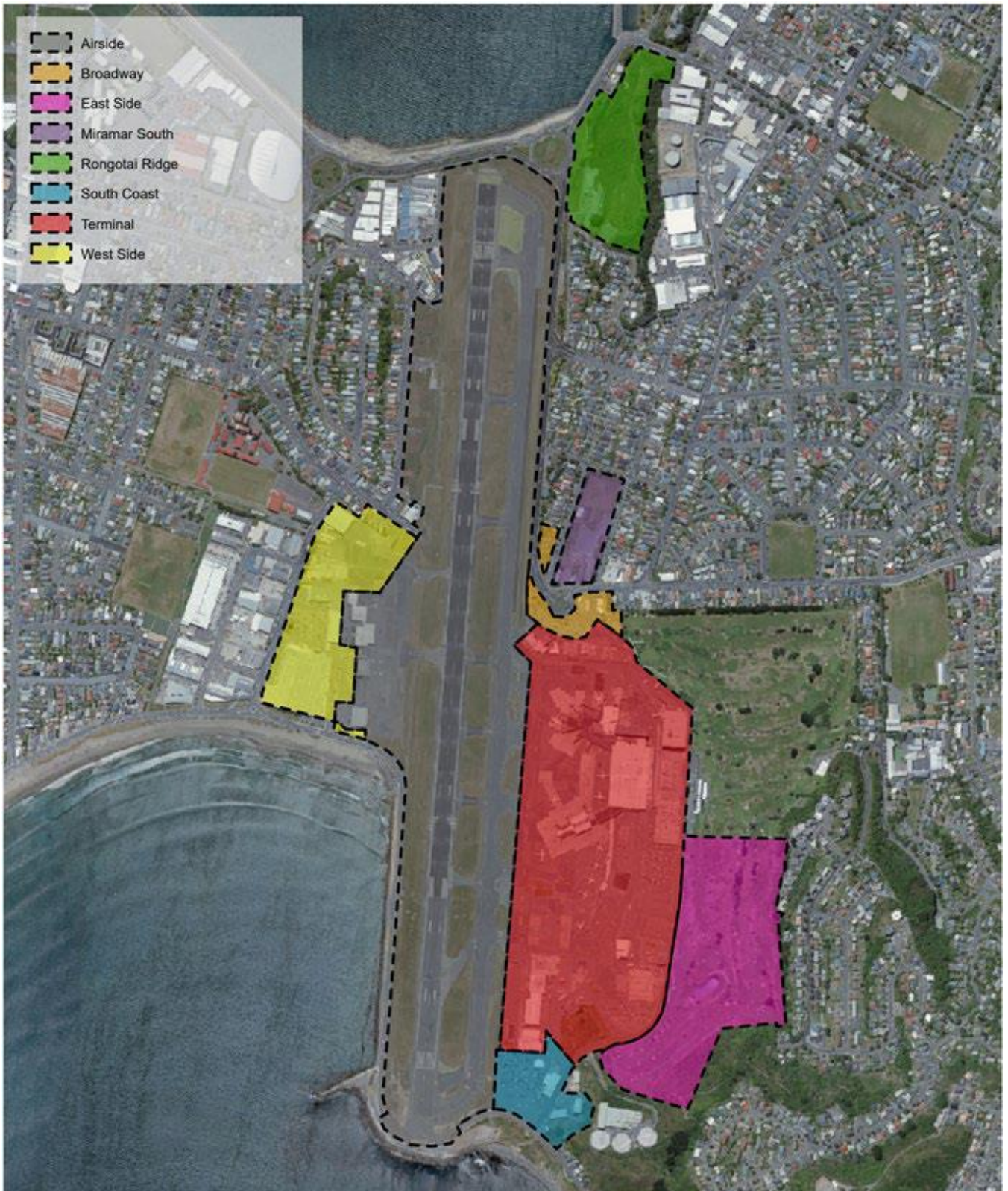


Figure 27 - East Side Precinct, Landscape Buffer Area



Definitions relevant to the Airport Zone

AIRPORT ACTIVITY PURPOSES²⁶	<p>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.</p> <p>Means any activity, wholly or partly, relating to the landing, departure and movement of aircraft and aircraft passengers, including but not limited to:</p> <ul style="list-style-type: none"> • <u>Ground based infrastructure, plant and machinery necessary to assist aircraft operations;</u> • <u>Emergency service facilities (including police, fire and medical facilities) and aircraft rescue training facilities;</u> • <u>Runways, taxiways, aprons and other aircraft movement areas, including their establishment, operation and use;</u> • <u>Catering activities;</u> • <u>Freight activities;</u> • <u>Vehicle parking and storage, vehicle valet activities, and public transport activities;</u> • <u>Navigation and safety aids, lighting and telecommunication facilities;</u> • <u>Quarantine and incineration activities;</u> • <u>Border control and immigration activities;</u> • <u>Infrastructure and servicing;</u> • <u>Fuel storage and fueling activities, facilities for the handling and storage of hazardous substances;</u> • <u>Structures to mitigate against the impact of natural hazards;</u> • <u>Associated administration and office activities</u> • <u>Ancillary activities related to the above; and</u> • <u>Servicing, testing and maintenance activities related to the above.</u>
AIRPORT RELATED ACTIVITIES²⁷	<p>means third party ancillary activities or services that provide support to the airport, <u>including but not limited to</u> This includes:</p> <ol style="list-style-type: none"> a. land transport activities; b. <u>rental vehicle activities</u> c. buildings and structures; d. servicing and infrastructure; e. police stations, fire stations, and medical facilities <u>emergency service facilities;</u> f. <u>educational</u> facilities provided they serve an aviation related purpose; g. retail, and commercial services and industrial <u>activities</u> associated with the needs of Airport passengers, visitors and employees and/or aircraft movements and Airport businesses; h. administrative offices, provided they are ancillary to an <u>airport or</u> airport related activity. and i. hotel/visitor accommodation, conference facilities and associated services; <p><u>Airport Related Activities does not include activities listed in the definition of Airport Activities.</u></p>
NON-AIRPORT ACTIVITY²⁸	<p>means an activity within the Airport Zone which is not for "Airport <u>Activity Purposes</u>" or an "Airport Related Activity".</p>
OBSTACLE LIMITATION SURFACE²⁹	<p>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</p>

²⁶ Amendments to the Airport Purposes definition in response to Submissions 406.30-31, 406.540, 406.547 and the general relief sought at paragraph 4.61 and 5.2 of WIAL's original submission.

²⁷ Amendments to the Airport Purposes definition in response to Submissions 406.32 -34 and the general relief sought at paragraph 4.61 and 5.2 of WIAL's original submission..

²⁸ Amendments to the Airport Purposes definition in response to Submissions 406.37 - 38.

²⁹ Amendments to the Airport Purposes definition in response to Submissions 406.39 - 40.

	transitional, horizontal, conical, and approach / take-off surfaces. <u>Means the surfaces described in Wellington International Airport Designation WIAL1.</u>
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Appendix C: Airport Zone Amendments and section 32AA evaluation¹

Proposed amendments to the Airport Zone (tracking as recorded in Appendix B).	Section 32AA evaluation of the proposed amendments
<p>Introduction</p> <p>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 <u>The</u> Airport Zone <u>is as</u> 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'.</p> <p><u>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.</u></p> <p>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.</p> <p>WIAL is a Requiring Authority for the purposes of Part 8 of the RMA <u>and holds fivefour designations that broadly apply to the Airport Zone area and its surrounds</u> The WIAL masterplan has informed the Airport company's existing designations (see Part 3 of the District Plan for operative designations). <u>These include:</u></p> <ol style="list-style-type: none"> 1. <u>Designation WIAL1 (Wellington Airport Obstacle Limitation Surfaces);</u> 2. <u>Designation WIAL2 (Wellington Airport Miramar South Area);</u> 3. Designation WIAL3 (Wellington Airport Runway End Safety Area); 4. <u>Designation WIAL4 (Wellington Airport Main Site Area); and</u> 5. <u>Designation WIAL5 (Wellington Airport East Side Area).</u> <p>Some Airport relevant provisions are set out in other chapters, including Noise, Signs, Earthworks, Light, and Designations.</p> <p>The Act, and therefore the District Plan, share the same broad definition of 'infrastructure', which includes airports. Notwithstanding that, the Infrastructure Chapter <u>(including sub chapters)</u> of the District Plan specifically excludes activities that fall under the definition of airport <u>activities purposes</u> or airport related activities <u>which occur within the Airport Zone (which are dealt with in the Airport chapter)</u>. Any infrastructure <u>within the Airport Zone</u> that is inconsistent with those definitions <u>or any airport or airport related activity located outside of the Airport Zone continue to be is</u> managed by the provisions of the Infrastructure Chapter <u>(and associated sub chapters)</u>.</p> <p>The Airport Zone comprises <u>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:</u></p> <ol style="list-style-type: none"> 1. <u>The Airside Precinct;</u> 2. <u>The Broadway Precinct;</u> 3. <u>The East Side Precinct;</u> 4. <u>The Miramar South Precinct.</u> 5. <u>The Rongotai Ridge Precinct;</u> 6. <u>The South Coast Precinct;</u> 7. <u>The Terminal Precinct; and,</u> 8. <u>The West Side Precinct;</u> <p>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.</p> <p>Terminal Precinct</p> <p>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</p>	<ul style="list-style-type: none"> • The amendments are efficient and seek to consolidate the introduction and provide clarification around the use of each "precinct". • It is ineffective and inefficient to describe the designations in any detail in the Introduction, as these may be subject to change via a separate notice of requirement process. • The amendments provide clarification around the relationship between the zone, designation and other chapters of the proposed plan, which is an effective way of ensuring consistent interpretation and application of the Proposed Plan. • Overall, the proposed amendments provide a consolidated and more efficient and effective overview of the zone and the relationship with relevant, but separate chapters and designations in the Proposed Plan. • The changes are an appropriate way to achieve the objectives of the Proposed Plan, particularly AIRPZ-O1 and AIRPZ-O2 which require recognition of the of purpose and role of Wellington International Airport Limited and the Airport.

¹ 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.

Purple underline and strike-out: show further additions and deletions to the s42A Report version of the Airport Zone chapter, following Joint Witness conferencing between J Jeffries and K O'Sullivan.

Blue underline and strike-out: show further additions and deletions by K O'Sullivan that were noted in her Evidence in Chief (Appendix B) and in response to questions raised during the Council Opening but not subject to conferencing.

Brown underline and strike-out: show Panel recommendations from Hearing Stream 5.

Proposed amendments to the Airport Zone (tracking as recorded in Appendix B).	Section 32AA evaluation of the proposed amendments
<p>including visitor accommodation and conference facilities. It also contains airside airport facilities such as hangars, aircraft parking stands, and aviation support facilities.</p> <p>Airside Precinct</p> <p>The Airside Precinct comprises the runway, north-south taxiways, and associated aprons. <u>It also includes hangars and aircraft parking stands.</u></p> <p>East Side Precinct</p> <p>At the date of District Plan notification (18 July 2022), The East Side Precinct is used as the southern part of Miramar Golf Course. <u>Over time, the area will be gradually developed for a limited range of airport activities, until the area is required. It will continue to be used as such, until growth in air traffic necessitates its redevelopment</u> for aircraft <u>parking/taxiing purposes</u>. 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.</p> <p>West Side Precinct</p> <p>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.</p> <p>Broadway Precinct</p> <p>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.</p> <p>South Coast Precinct</p> <p>The South Coast Precinct <u>partially</u> fronts the southern coastline and <u>the Moa Point wastewater treatment plant. The precinct has airside and landside access making it a strategic site for and has been identified as a site for a future multi-user freight facilities over the longer term. Height limitations imposed by Designation WIAL1 also make this area an ideal location for storage and car parking. 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.</u></p> <p>Rongotai Ridge Precinct</p> <p>The Rongotai Ridge Precinct comprises land located between Wexford Road and Miramar Avenue and is physically separate from other <u>Airport Zone</u> precincts <u>of the 'Main Site'</u>. <u>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.</u></p> <p>Miramar South Precinct</p> <p>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 <u>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.</u></p> <p>Airport Noise</p> <p>The management of noise associated with the Airport's operations is addressed in the District Plan Noise Chapter <u>and Wellington International Airport's designations</u>. Noise is subject to the following interrelated controls:</p> <ol style="list-style-type: none"> 1. District Plan provisions which reference specific noise restrictions. 2. <u>Conditions imposed on the Wellington International Airport Designations (which includes the operation of the Airport Noise Management Committee and Airport Noise Management Plan). District Plan provisions which reference the Airport's Noise Management Plan (NMP).</u> 3. The NMP, which sits outside of the District Plan. 4. The Air Noise overlay (ANO) 65dB Air Noise Boundary (ANB)– which is demarcated on the District Plan maps, and referenced in District Plan provisions and the ANMP/NMP. The extent and nature of the ANO/ANB is guided by the recommendations of New Zealand Standard NZS6805:1992 Airport Noise Management and Land Use Planning. <p><u>The Inner Air Noise Overlay and the Outer Air Noise Overlay, which are used to manage intensity of development by noise sensitive activities (such as residential development). The outer edge of the Inner Noise Overlay approximates the ANB. The outer edge of the Outer Air Noise Boundary Overlay approximates a 60 db Ldn airnoise noise contour.</u></p>	

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<p>Airport Designations</p> <p>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.</p> <p>WIAL designations are included in Part 3 of the District Plan.</p> <p>Airspace Designation</p> <p>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.</p> <p>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.</p> <p>Designations</p> <p>WIAL has four designations covering different parts of the Airport and surrounding land. The WIAL designations are:</p> <ol style="list-style-type: none"> 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. <p>Other Designations</p> <p>Other non-WIAL designations which affect the Airport Zone land include:</p> <ol style="list-style-type: none"> 1.—Designation MZLN4: Meteorological purposes (entirely within the Airport Zone). 2.—Designation WCC6: Moa Point Sewage Treatment Plant (partly within the Airport Zone). 	
<p>AIRPZ-O1 Purpose of the Airport Zone</p> <p>Wellington International Airport is recognised and protected as locally, and regionally and nationally significant infrastructure.</p> <p>AIRPZ-O2 Development of the Airport Zone</p> <p>The dual character of the Airport Zone as a working environment and a regional / international gateway is balanced, recognising:</p> <ol style="list-style-type: none"> 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 3. A higher standard of design may be necessary where large buildings or structures are adjacent to or visible from the public domain adjacent public space land roads or open space; and 4. <u>The operational and functional requirements of the airport and its associated buildings and structures may necessitate a specific scale, location or appearance.</u> <p>AIRPZ-O3 Compatibility with other activities</p> <p>Airport related and non-airport activities are <u>compatible with</u>:</p> <ol style="list-style-type: none"> 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. The overall urban form and amenity of adjacent zones. <p>AIRPZ-O4 Adverse effects generated by activities</p> <p>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.</p> <p>Adverse effects of activities are avoided, remedied, or mitigated, while recognising:</p> <ul style="list-style-type: none"> - <ol style="list-style-type: none"> 1.—The need for effects management within the Airport Zone, including effects on the amenity of the surrounding area; and 	<ul style="list-style-type: none"> • The minor amendment to AIRPZ-O1 gives effect to higher order policies (specifically the National Policy Statement for Urban Development) and is therefore an appropriate amendment that achieves the purpose of the Act. • Minor amendment to AIRPZ-O5 seeks to ensure the objective achieves the uptake of low carbon transport, not just the identification of potential options. • Overall, the amendments seek to clearly identify the intended outcomes of the zone, including the need to appropriately avoid, remedy or mitigate adverse effects arising from activities within the zone and having particular regard to those matters set out in section 7(b), (c) and (f) of the Act. They also recognise the importance of the airport as Regionally Significant Infrastructure.

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<p>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</p> <p>AIRPZ-O5 Carbon Neutrality</p> <p>Activities are enabled that contribute to carbon neutrality, including:</p> <ol style="list-style-type: none"> 1. Decarbonisation of the airport and aircraft operations; 2. Significant growth in integrated low-carbon land transport operations options to and from the airport; and 3. Generation, storage and use of renewable or low carbon energy for the airport. 	
<p>AIRPZ-P1 Airport Purposes activities, buildings and structures</p> <p>Enable Airport Purposes activities, buildings and structures, including but not limited to those that:</p> <ol style="list-style-type: none"> 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. <p>AIRPZ-P2 Airport Related activities, buildings and structures</p> <p>Allow for airport related activities that provide support to airport activities purposes, including but not limited to those that:</p> <ol style="list-style-type: none"> 1. Provide services to passengers, crew, ground staff, airport workers, and other associated workers and visitors; 2. Support the economic viability of the Airport; and 3. Support carbon neutral outcomes, including through transport decarbonisation, and renewable or low carbon energy generation, storage and use. 	<ul style="list-style-type: none"> • Minor amendments to improve clarity throughout the Airport Zone chapter. Does not change the intent of the provisions. • No section 32AA required.
<p>AIRPZ-P3 Non-airport activities</p> <p>Discourage new non-airport related activities that:</p> <ol style="list-style-type: none"> 1. Compromise the long-term availability of land for airport or airport related activities; 2. Give rise to adverse effects on the safety and efficiency of the transportation network; 3. Significantly compromise the achievement of carbon neutral outcomes in the Airport as a whole; or 4. Are incompatible with the overall urban form of adjacent zones. <p>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.</p>	<ul style="list-style-type: none"> • Achieving carbon neutrality across the entire Airport campus is more effectively managed through WIAL's designation conditions. It is inefficient and difficult to achieve clause 3 of the policy on an individual consent by consent basis, as would be required by this policy. • No additional costs will accrue as a result of the change to AIRPZ-P3 (3) as WIAL comprehensively measures and report on decarbonisation measures at the airport. WIAL also has a goal of net zero emissions from its operations by 2030 and absolute zero (no carbon output at all) by 2050.² • The note is ineffective as its statutory function is unclear. Furthermore, it is inefficient and unnecessary as it creates references to policies that require consideration for non-airport activities in any case. • Overall, the amendments create better alignment with AIRPZ-O3 and are therefore more appropriate at achieving the key relevant objective.
<p>AIRPZ-P4 Airport Character</p> <p>Maintain and enhance public the character at of the zone interface and in publicly accessible parts of zone, including through consideration of:</p> <ol style="list-style-type: none"> 1. The interface of the Airport Zone with adjoining and adjacent land; 2. The New Zealand Urban Design Protocol; the intent of the Centres and Mixed Use Design Guide; 3. Any landscape plan, urban design principles or statement, or integrated design management plan, prepared for an Airport precinct; 4. The 'gateway' status of the Broadway, Miramar South and South Coast precincts, with respect to the Airport and adjacent land; 5. The visual and landscape significance of the Rongotai Ridge precinct; and <p>The visual and landscape significance of the Landscape Buffer Area at the eastern margin of the East Side Precinct (refer to Figure 2 of this chapter Figure-7).</p>	<ul style="list-style-type: none"> • The objectives for the zone seek to achieve a balance between the urban form and amenity outcomes of the zone (and its interface) with the functional and operational requirements of the Airport. • The Centres and Mixed Use design guides have been specifically designed to respond to the urban design considerations relevant to those zones. Clause 2 of AIRPZ-P4 is therefore inefficient at achieving the specific urban form and amenity outcomes relevant for the Airport Zone. • Retention of clause 3 which requires consideration of any landscape plan, urban design principles or statement or integrated design management plan for the Airport Zone ensures that any costs associated with the removal of clause 2 is minimised and is a more efficient response to the intention of the policy and achieving the relevant objective.
<p>AIRPZ-P5 Management of effects</p> <p>Manage activity, building and structure effects in the Airport Zone, having regard to:</p> <ol style="list-style-type: none"> 1. Design, scale and location of buildings and structures, and associated public and private effects; including the impacts of construction activity; 2. Compatibility with the role and function of the Airport Zone; 3. Whether the activity, building or structure is ancillary to and/or supports airport activities; 	<ul style="list-style-type: none"> • Consideration of "public and private effect" does not need to be specifically identified as it is inherent in policy and is addressed in subclause 6. • As previously noted with respect to AIRPZ-P3, achieving carbon neutrality across the entire Airport campus is more effectively managed through WIAL's designation conditions. It is inefficient and difficult to achieve this clause of the policy on an individual consent by consent basis, as would be required by this policy.

² https://www.wellingtonairport.co.nz/documents/4033/Wellington_Airport_Kaitiakitanga_Report_June_2023.pdf

Proposed amendments to the Airport Zone (tracking as recorded in Appendix B).	Section 32AA evaluation of the proposed amendments
<p>4. Safety, security and resilience of the Airport (and supporting infrastructure) as an air and land transport hub;</p> <p>5. Efficiency and capacity of the Airport and other infrastructure and services;</p> <p>6. Potential conflict with established or permitted activities on adjoining and adjacent land outside the Airport Zone; and</p> <p>7. 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).</p>	<ul style="list-style-type: none"> No additional costs will accrue as a result of the change to AIRPZ-P5 (7) as WIAL comprehensively measures and report on decarbonisation measures at the airport. WIAL also has a goal of net zero emissions from its operations by 20230 and absolute zero (no carbon output at all) by 2050.³ Overall, the amendments remain appropriate at achieving the outcomes described in the Objectives.
<p>AIRPZ-R2 Airport related activities</p> <p>1. Activity status: Permitted</p> <p>Where:</p> <p>a. The activity is an airport related activity in the Terminal Precinct; The activity is a golf course in the East Side Precinct; and</p> <p>b. Any relevant standard in AIRPZ-S1 AIRPZ-S3 is met.</p> <p>2. Activity status: Controlled</p> <p>Where:</p> <ul style="list-style-type: none"> The activity is an airport related activity in the Terminal Precinct; and Any relevant standard in AIRPZ-S1 is met. <p>-</p> <p>Matters of control are:</p> <ol style="list-style-type: none"> Relevant matters listed in policies AIRPZ-P2, AIRPZ-P4 and AIRPZ-P5; Design, external appearance and siting; Lighting; Landscaping; Parking provision and use; Site access; Loading and servicing; Internal traffic circulation; and Traffic effects on the surrounding road network <p>3. Activity status: Restricted Discretionary</p> <p>Where:</p> <p>a. The activity is an airport related activity in the Terminal Precinct; and</p> <p>i. Any relevant standard in AIRPZ-S1 AIRPZ-S3 is not met; or</p> <p>b. The activity is an airport related activity in the West Side, Broadway, Miramar South, Rongotai Ridge, or South Coast precincts; and</p> <p>i. All relevant standards in AIRPZ-S1, AIRPZ-S2 and AIRPZ-S3 and AIRPZ-S4 are met.</p> <p>Matters of discretion are:</p> <ol style="list-style-type: none"> The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standards; and <p>Relevant matters listed in policies AIRPZ-P2, AIRPZ-P4 and AIRPZ-P5.</p> <p>4. Activity status: Discretionary</p> <p>Where:</p> <ol style="list-style-type: none"> The activity is an airport related activity; and The activity is not otherwise a permitted, controlled, or restricted discretionary or non-complying activity under rule AIRPZ-R2. <p>Notification status: An application for resource consent made in respect of this rule may be publicly notified.</p> <p>5. Activity status: Non-complying</p> <p>Where:</p> <ol style="list-style-type: none"> The activity is an airport related activity; and Standard AIRPZ-S3 is not met. <p>-</p> <p>Notification Status: An application for resource consent made in respect of this rule will be publicly notified.</p>	<ul style="list-style-type: none"> The proposed amendment to AIRPZ-R2 will result in consenting efficiencies by permitting Airport Related Activities within the Terminal Precinct. This is the area where such activities are primarily centred currently at the airport and are generally contained within the Terminal building. These changes are appropriate for ensuring that objectives of the Airport Zone are achieved, particularly AIRPZ-O1 and AIRPZ-O2 which establish that the primary purpose of the Airport Zone is to provide for airport and airport related activities. The costs associated with consenting uncertainty and inefficiencies as arising from the proposed non-complying activity status have not been quantified in the section 32 evaluation.
<p>AIRPZ-R3 Non-airport activities</p> <p>1. Activity Status: Permitted</p> <p>Where:</p> <p>The activity is a golf course in the East Side precinct.</p>	<ul style="list-style-type: none"> The proposed relocation of AIRPZ-R2(1) to AIRPZ-R3(1) is a consequential amendment which ensures that golf activities are listed under the correct rule (i.e. Non Airport rather than Airport Related Activity). This is not a substantive change.

³ https://www.wellingtonairport.co.nz/documents/4033/Wellington_Airport_Kaitiakitanga_Report_June_2023.pdf

Proposed amendments to the Airport Zone (tracking as recorded in Appendix B).	Section 32AA evaluation of the proposed amendments
<p>2. Activity status: Restricted Discretionary</p> <p>Where:</p> <p>a. The activity is a non-airport activity; and The activity is a non-airport activity outside the Miramar South and East Side Precincts; and</p> <p>b. All relevant standards in AIRPZ-S1, AIRPZ-S2 and AIRPZ-S3 and AIRPZ-S4 are met.</p> <p>Matters of discretion are:</p> <p>1. Relevant matters listed in policies AIRPZ-P3, AIRPZ-P4 and AIRPZ-P5.</p> <p>Notification status: An application for resource consent made in respect of this rule may be publicly notified.</p> <p>3. Activity status: Non-complying Discretionary</p> <p>Where:</p> <p>a. The activity is a non-airport activity; and The activity is a non-airport activity in the Miramar South and East Side Precincts; or</p> <p>b. The activity is not otherwise a Permitted or Restricted Discretionary activity under Rule AIRPZ-R3.</p> <p>Notification status: An application for resource consent made in respect of this rule must be publicly notified.</p>	<ul style="list-style-type: none"> The restricted discretionary activity status reflects that provided for in the Operative District Plan. There has been no evidence to suggest this approach has given rise to adverse environmental effects that would warrant a change. Furthermore, the costs associated with this change has not been adequately qualified in the section 32 evaluation for the Airport Zone. The Proposed Plan introduces two new “precincts” - the East Side and Miramar South Precincts. The proposed discretionary activity status for any Non-Airport Activity within these two precincts will require greater consenting rigour, which is an appropriate method for ensure the urban design and amenity effects at the interface of the adjacent residential zones is considered, as per the outcomes sought in the relevant Objectives. The costs associated with consenting uncertainty and inefficiencies arising from the notified non-complying activity status have not been adequately qualified in the section 32 evaluation.
<p>AIRPZ-R4 Construction of, or additions and alterations to, Buildings and structures</p> <p>1. Activity status: Permitted</p> <p>Where:</p> <p>a. A building or structure is for airport purposes; and ——— ———</p> <p>i. Compliance with standards AIRPZ-S1 or AIRPZ-S2 is achieved; and</p> <p>ii. The building or structure is outside the East Side Precinct Landscape Buffer.</p> <p>b. A building or structure is for golf course activities in the East Side Precinct; and</p> <p>i. Any relevant standard in AIRPZ-S1 is met</p> <p>2. Activity status: Controlled</p> <p>Where:</p> <p>a. A building or structure within the East Side Precinct Landscape Buffer Area (Figure 2) is to facilitate public access, amenity, safety or the security of the airport; and</p> <p>b. Compliance with standard AIRPZ-S1 is achieved.</p> <p>c. A building or structure is for an airport related activity in the Terminal Precinct; and</p> <p>i. Does not exceed 12m; and</p> <p>ii. Compliance with standard AIRPZ-S1 is otherwise achieved;</p> <p>d. A building or structure in the Figure 7 – East Side Precinct, Landscape Buffer Area is to facilitate:</p> <p>i. Public access, amenity, safety, or the security of the airport; and</p> <p>ii. Compliance with standard AIRPZ-S1 is otherwise achieved.</p> <p>Matters of control are:</p> <p>1. The relevant matters listed in AIRPZ-P1, AIRPZ-P2, AIRPZ-P3, AIRPZ-P4 and AIRPZ-P5;</p> <p>2. Design, external appearance and siting;</p> <p>3. Landscaping, and integration with the surrounding environment; and</p> <p>4. Traffic generation, parking, loading and access.</p> <p>5. Construction activity effects, including earthworks, noise, hours of operation and traffic;</p> <p>3. Activity status: Restricted Discretionary</p> <p>Where:</p> <p>a. The relevant requirements of AIRPZ-S1 and AIRPZ-S2 are not met; and</p> <p>b. The building or structure is outside the East Side Precinct Landscape Buffer.</p> <p>c. A building or structure is for airport purposes but is not a permitted activity under AIRPZ-R4.1; and</p> <p>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</p> <p>ii. Compliance with standards AIRPZ-S1 or AIRPZ-S2 is otherwise achieved.</p> <p>d. A building or structure is for an airport related activity but is not a controlled Activity under AIRPZ-R4.2.</p> <p>i. Non-compliance with height control adjoining residential areas or the Open Space Zone (golf course) is not exceeded by more than 20%; and</p> <p>ii. Compliance with standards AIRPZ-S1 or AIRPZ-S2 is otherwise achieved.</p> <p>Matters of discretion are:</p> <p>1. The relevant matters listed in AIRPZ-P1 to AIRPZ-P5;</p> <p>2. The extent and effect of non-compliance with AIRPZ-S1 and AIRPZ-S2.</p> <p>3. Maximum height;</p> <p>4. Gross floor area;</p>	<ul style="list-style-type: none"> The proposed amendment to AIRPZ-R4(1)(a) is to provide clarity and separation between rules relating to activities and buildings and structures. The proposed amendments AIRPZ-R4(1)(a) achieves the same outcome as the notified rule, albeit in a more consolidated manner. The introduction of AIRPZ-R4(2)(a) and (b) and the deletion of (d) also achieves the same outcome as the notified rule, albeit in a more consolidated manner. The deletion of AIRPZ-R4(2)(c) is more effective and efficient at achieving the objectives as it removes consenting inefficiencies within the Terminal Precinct – the precinct where most built form elements of the Airport are currently and will continue to be located and are permitted under the designation. The refinements to the matters of control in AIRPZ-R4(2) and matters of discretion in AIRPZ-R4(3) are efficient as they seek to remove duplication of matters that are managed by other provisions in the Proposed Plan (such as those in the transportation or earthworks chapters). The refinements to AIRPZ-R4(3) are a more efficient and effective means for managing built form, with the built form outcomes defined by the standards, rather than qualifiers within the rule. The amendments to AIRPZ-R4(4) achieves the same outcome as the notified rule, albeit in a more consolidated manner. For the most part, the amendments relate to form rather than changing the substance of the rule and therefore they continue to be an appropriate method for achieving the objectives of the Airport Zone.

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<p>5. Height control adjoining residential areas;</p> <p>6. Height control adjoining the Open Space Zone (golf course);</p> <p>7. Traffic generation, parking, loading and access;</p> <p>8. Construction activity effects, including earthworks, noise, hours of operation and traffic;</p> <p>9. In the Miramar South precinct, consistency with the integrated design management plan; and</p> <p>10. In the Rongotai Ridge precinct, the effects of any building or structure on the form and character of the ridge.</p> <p>4. Activity status: Discretionary</p> <p>Where:</p> <p>a. The A building or structure for any purpose is not otherwise a Permitted, Controlled, or Restricted Discretionary activity; and/or</p> <p>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.</p> <p>Notification status: An application for resource consent made in respect of this rule may be publicly notified.</p>	
<p>AIRPOZ-S1 Maximum height and location of buildings and structures (except Miramar South precinct and Rongotai Ridge precinct)</p> <p>....</p> <p>3. Gross floor area of any new building in the Terminal Precinct (where a consent application is lodged after this provision is operative) shall not exceed 1,500m².</p> <p>Assessment criteria where the standard is infringed:</p> <p>1. ...</p> <p>4. Landscape impacts, including:</p> <p>a. Screening, planting (including species used), and landscaping;</p> <p>b. Effects on existing significant vegetation; and</p> <p>c. Relationship of landscaping to the gateway function of the Broadway and South coast precincts;</p> <p>5. Traffic generation, parking, and public transport impacts, including:</p> <p>a. Parking;</p> <p>b. Public transport;</p> <p>c. Site access;</p> <p>d. Loading and servicing;</p> <p>e. Internal traffic circulation; and</p> <p>f. Traffic effects on the surrounding road network;</p> <p>6. The impacts of retail development on nearby Commercial or Mixed Use zones, and communities;</p> <p>...</p> <p>9. Construction impacts, including in relation to:</p> <p>a. Any temporary carparking required to facilitate construction activities; and</p> <p>b. The need for an Earthworks Construction Management Plan.</p>	<ul style="list-style-type: none"> The amendments to AIRPZ-S1 (3) seek to remove text that is unnecessary as the Standard (nor any rules in the Airport Zone) apply until the relevant provisions are made operative. The refinements to the Assessment Criteria seek to remove duplication of matters that are managed by other provisions in the Proposed Plan (such as those in the transportation or earthworks chapters) or remove matters that are not relevant to buildings and structures (such as retail development) and are therefore more efficient at achieving the objectives the Proposed Plan.
<p>AIRPZ-S2 Maximum height and location of buildings and structures (Miramar South precinct and Rongotai Ridge precinct)</p> <p>1. The height of buildings and structures must not exceed the following heights above ground level:</p> <p>a. In the Airport Miramar South precinct, a wall height greater than 8 metres from existing ground level;</p> <p>b. A roof height greater than 9 metres from existing ground level if located within Area A of the Airport Miramar South precinct, or within the Rongotai Ridge precinct;</p> <p>c. A roof height greater than 10 metres from existing ground level if located within Area B of the Miramar South precinct.</p> <p>Assessment criteria where the standard is infringed:</p> <p>1. Urban design / visual impact, including:</p> <p>a. Height and bulk;</p> <p>b. Visual interest; and</p> <p>c. Miramar South Integrated Design Management Plan (IDMP);</p> <p>2. Scale and context appropriate to the surrounding area, including:</p> <p>a. Form of rooflines;</p> <p>b. Variation in bulk, form, scale and coverage of buildings; and</p> <p>c. Minimisation of roof lighting visible to residential properties;</p> <p>3. Effects on adjacent sites, including:</p> <p>a. Length of contiguous or near contiguous development on or near a zone boundary; and</p> <p>b. Shading and privacy impacts;</p>	<ul style="list-style-type: none"> The amendments to AIRPZ-S2 (1) seek to provide clarity around the interpretation and implementation of the Standard. The change of height is to ensure consistency in the permitted height limits with the surrounding residential zones. The refinements to the Assessment Criteria seek to remove duplication of matters that are managed by other provisions in the Proposed Plan (such as those in the transportation or earthworks chapters) or remove matters that are not relevant to buildings and structures (such as commercial development) and are therefore more efficient at achieving the objectives the Proposed Plan.

Proposed amendments to the Airport Zone (tracking as recorded in Appendix B).	Section 32AA evaluation of the proposed amendments
<p>4. Landscape impacts, including screening, planting and landscaping;</p> <p>5. Traffic generation, parking, and public transport;</p> <p>6. The impacts of commercial development on nearby communities; and</p> <p>7. Construction impacts, including in relation to:</p> <p style="padding-left: 20px;">a.— Any temporary carparking required to facilitate construction activities; and</p> <p style="padding-left: 20px;">b.—The need for an Earthworks Construction Management Plan.</p>	
<p>AIRPZ-S3 Commercial, and retail and access rRestrictions in the Miramar South and South Coast Precincts</p> <p>1.—Commercial or retail activity; shall not:</p> <p style="padding-left: 20px;">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</p> <p style="padding-left: 20px;">b. Be located on land between Calabar Road and Miro Street (part of the Broadway precinct);</p> <p>2.—Activities in the Miramar South precinct shall be limited to:</p> <p style="padding-left: 20px;">a. Flight catering;</p> <p style="padding-left: 20px;">b. Rental car storage, maintenance and grooming;</p> <p style="padding-left: 20px;">c. Freight reception, storage and transfer to/from air;</p> <p style="padding-left: 20px;">d. Ground Service Equipment (GSE) storage; and</p> <p style="padding-left: 20px;">e. Associated carparking, signage, service infrastructure and landscaping;</p> <p>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</p> <p>4.—Vehicle access shall not be provided from the Broadway or Rongotai Ridge precincts across the Calabar Road / SH1 frontage.</p> <p style="padding-left: 20px;">Except that:</p> <p>5. Ancillary rRetail 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>Assessment criteria where the standard is infringed:</p> <ol style="list-style-type: none"> 1. The significance of adverse offsite effects, including but not limited to noise, visual, traffic generation, parking, and traffic safety effects; 2. Compatibility with the purpose and functioning of precincts within the Airport Zone; 3. Design, scale and location of the activity; and 4. Effects on the economic viability of commercial or retail activities in Kilbirnie or Miramar. <p>AIRPZ-S4 Access Restrictions</p> <p>Vehicle access shall not be provided from the Broadway or Rongotai Ridge precincts across the Calabar Road / SH1 frontage.</p>	<ul style="list-style-type: none"> • The deletion of AIRPZ-S3(1), (2) and (3) ensures consistency between the designation and the zone standards and therefore is efficient at achieving the objectives of zone, particularly AIRPZ-O1 and O2(1) and (2). • AIRPZ-S1 (4) is a transportation matter which is more efficiently and effectively addressed via its own standard and/or in transportation section of the Proposed Plan. • The costs of including the constraints proposed in the notified AIRPZ-S3(2) have not been appropriately qualified in the section 32 and will give rise to consenting inefficiencies for activities that are otherwise entirely anticipated by the designation.